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NEWSRAIL

ESTABLISHED 1973

THE MAGAZINE OF THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

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ON THE FIVE FOOT THREE 'UP-YONDER'

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The lost decade: 1976-86

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FRONT COVER: Facing an uncertain future C503, stands at Junee Roundhouse awaiting a decision on its future. This locomotive has a broken crankshaft which makes a return to service unlikely. Fri.9.1.98

OPPOSITE: Sprinters are now becoming due for scheduled 4-yearly examinations. 7001 had its exam carried out at Newport, subsequent units are being done at Dudley Street Carriage Maintenance Depot. 7003, the second sprinter to undergo such an examination is pictured on Sat.8.11.97 at the Dudley Street complex receiving reconditioned bogies and engines along with various improved electrical and mechanical components *Both photos Steve Munro*

BACK COVER: The Harris Rail Greaser Inspection Train (794M-797M) is about to depart Cranbourne after waiting for a Hitachi set to clear the section to Lyndbrook Loop. Wed.28.1.98 *Peter Weickhardt*

GENERAL NEWS

A monthly round-up of Victorian railway news and events

CALENDAR

MARCH

ANNIVERSARIES

- 1st, 1878: Opening of Bunyip - Moe line. (120)
- 2nd, 1958: Royal Train to Ballarat for Queen Mother. (40)
- 3rd, 1953: First L class 2,400 hp mainline loco in service - L1150 R G Wisbart - Co-Co type. (45)
- 5th, 1963: Centralised Traffic Control completed on s.g. Albury line. (35)
- 8th, 1893: Opening of Wycheproof - Sea Lake line. (105)
- 11th, 1923: First VR Technical College opened at Newport. (75)
- 14th, 1928: First of four S class (Pacific type, 4-6-2) locos built at Newport Workshops in service. (70)
- 15th, 1948: First Walker Diesel railcar in service. (50)
- 16th, 1928: Opening of Murrabit - Stony Crossing line. (70)
- 20th, 1873: Opening of Longwood - Violet Town line. (125)
- 28th, 1893: Opening of Donald - Birchip line. (105)
- 1963: *Victorian Railways to '62* published by Leo J Harrigan. (35)

APRIL

ANNIVERSARIES

- 8th, 1963: Australia's first bogie exchange centre opened at Dynon. (35)
- 9th-12th, 1993: Easter Steam Festival. (5)
- 12th, 1893: Riversdale - Fairfield Park line closed. (105)
- 15th, 1923: Electrification of Melbourne inner metropolitan railways completed. (75)
- 15th, 1883: Royal Train to Ballarat for Prince and Princess of Wales. (15)
- 20th, 1908: Fatal accident at Sunshine claimed 44 lives. (90)
- 20th, 1883: Closure of Korong Vale - Charlton line. (15)
- 21st-24th, 1973: Melbourne Steam Festival. (25)
- 29th, 1993: First of new Sprinter railcars under test. (5)
- 1908: First of two hospital cars (converted carriages) in service. (90)
- 1928: First petrol-electric rail motor began operation. (70)
- 1978: New station building opened at Mildura. (20)
- 1978: During year, eighteen new Freight Centres opened. (20)

MAY

ANNIVERSARIES

- 7th, 1973: Mr G F Brown, last Chairman of Commissioners retired. (25)
- 8th, 1888: Opening of Royal Park - Collingwood line. (110)
- 8th, 1888: Opening of Clifton Hill - Heidelberg line. (110)
- 8th, 1888: Opening of Moe - Thorpdale line. (110)
- 8th, 1888: Opening of Sale - Stratford Junction - Bairnsdale line. (110)

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ASPECTS OF AUSTRALIAN NATIONAL AND NATIONAL RAIL CORPORATION'S ANNUAL REPORTS

Australian National (AN) Railways Commission's Annual Report 1996-97 provides some informative remarks about the relationship of the Commission with other organisations.

The Commonwealth legislation to precipitate the sale of AN provides the mechanisms for the preparation of the sale. South Australian legislation enabling the sale, which had to revise the Transfer Agreement (1975), included the following:

- Transfer at no cost to South Australia of all land owned in that State excluding the mainline interstate corridors and a few specific parcels;
- transfer at no cost to the State of the rail infrastructure on the Leigh Creek line;
- completion of standardisation of the Tailem Bend - Pinnaroo line; and
- completion of an environmental remediation program in respect of land.

Although enabling legislation was not required in Tasmania, an agreement was reached to transfer land to that State and to complete a similar environmental remediation program.

The retention of the interstate mainline land will provide the basis for the national rail access corporation.

The relationship to the National Rail Corporation (NRC) is subject of remarks not only by the Chairman but also the Audit Report. These remarks refer to an obligation imposed on AN that it transfers its 'interstate rail activities and certain associated assets' to NRC. At the time of this Report, some three years after the handover of these assets the formal transfer had not occurred and the debt related to these assets had remained in the AN balance sheet alongside the relevant interest charges.

As a result of the sale of AN and the proposed sale of NRC the Commonwealth will not recompensate AN but has assumed responsibility for AN's debt.

The Audit Report noted that the Commissioners have valued 'mainline permanent way and associated facilities

ties which may be nominated for the transfer to a proposed national rail infrastructure authority' on a historical written down value at approximately \$471.3 million. AN expected to be compensated at least this amount.

In addition, AN had been required to provide locomotives to NRC. AN has been unable to recover the lease cost. Lease and interest costs for this asset were valued at \$19.2 million and the write off was valued at \$78 million.

The corresponding National Rail Corporation Annual Report does not readily disclose the relationship with AN. The shareholder States had agreed to subscribe cash equity and had agreed to transfer assets subject to agreed valuations in exchange for further equity to be issued at the completion of the establishment period. That period expired on 31 January 1998. Hence the NRC had received rollingstock - ten C class locomotives and 914 wagons - valued at \$21.8 million.

The accounts reveal that NRC owed Victoria and New South Wales \$34.4 million for assets transferred. Intermodal vehicles from AN, locomotives from New South Wales and intermodal terminals at Sydney, Melbourne, Adelaide and Alice Springs, which await transfer will become subject to a report in the future.

From the report it would be concluded that NRC has been able to use various State railway assets - rollingstock and property - without paying the cost of these over a period of years. Simultaneously, the relevant rail authorities have continued to bear the costs of ownership of the same assets within their accounts.

The AN reference to these matters probably reflects the greater proportion of its business and assets which have been devoted to NRC at a time when National Competition Policy is being introduced into rail operations. Since 1994-95 when NRC commenced commercial operations AN's annual freight tonnage declined by 47%, from 15 to 8 million tonnes. Over the same time revenue had progressively declined by about 20%. Losses increased markedly. Despite those figures AN had returned a surplus of \$5 million in 1996-97.

GENERAL NEWS

1996-97 NATIONAL RAIL ANNUAL REPORT RELEASED

The 1996-97 National Rail (NR) Annual Report was released just prior to Christmas.

A scan through the report shows that the interstate freight carrier continues to introduce many innovations to improve the viability of the company, although heavy competition in the intermodal sector did impact upon financial performance during the year.

Key information presented in the report includes:

Revenue

The four sales divisions earned the following revenue:

	1996-97	1995-96	1994-95
Intermodal ¹	\$232.8 m	\$278.9 m	\$299.8 m
Trailerail ²	\$10.9 m	\$4.5 m	—
SeaTrain	\$35.6 m	\$32.2 m	26.9 m
SteelLink	\$159.7 m	\$160.1 m	\$153.0 m
Total	\$444.4 m	\$475.7 m	\$479.7 m

1. Competition from other rail operators on the east-west corridor and from road on the east coast corridor reduced Intermodal volume and hence revenue compared with 1995-96. Lower rates introduced on 1 July 1996 to make the Company more competitive and retain volume also contributed to the decline.

2. Prior to 1 July 1996, Trailerail was a joint venture between NR and Australian National (AN). It is now owned and operated solely by NR. Total revenue in 1995/96 before it was divided between NR and AN was \$9.1 m.

After tax profit

1996-97	1995-96	1994-95
\$4.8 m	\$1.0 m	\$14.9 m

Output

Output by sales division was:

	1996-97 (‘000)	1995-96 (‘000)	1994-95 (‘000)
Intermodal ¹	8,900	10,890	10,915
Trailerail ²	2.6	2.2	0.6
SeaTrain ³	106.9	87.3	n/a
SteelLink ^{1, 4}	4,035	5,458	5,438

1. Million net tonne kms

2. Thousand trailers — round trip

3. Thousand TEU (Twenty Foot Equivalent Unit Containers)

4. The million net tonne kms result fell after dedicated SteelLink trains were rationalised down from ten to four trains per week.

The actual tonnage carried does not appear to have altered.

Note: The total freight output in 1996-97 was 16,00 million net tonne kms compared with 16,900 million net tonne kms in 1995-96.

Largest customers

The two largest NR customers are Toll Holdings Limited (Intermodal) and BHP (SteelLink).

Service improvements

■ A new container service between Melbourne and North Queensland known as NQ Direct commenced on 1 July 1997. This service is jointly operated by NR and QR and cut transit time between Melbourne and Townsville from four to three days to match road transit times. Total services out of Melbourne to Brisbane were increased from eight to eleven per week with the introduction of NQ Direct.

■ From August 1997, NR started to operate 1,200 metre long Intermodal trains on the Melbourne - Sydney - Brisbane corridor. Trains on this corridor had been only 680 metres long up until October 1996 and 870 metres long prior to August 1997.

■ SeaTrain introduced PolarPak portable on-train power for refrigerated containers in transit during the year. Up to three refrigerated containers per wagon can be carried using the PolarPak units.

■ In May 1997, a new louvre van service was introduced between Sydney and Perth to meet the LCL needs of freight forwarder Sadlier. This service operates three days a week.

■ A new double stack container service was introduced in May 1997 from the FCL Interstate Transport Services terminal at Goobang Junction (near Parkes) to Perth. FCL is investing \$3 million to upgrade facilities at Goobang Junction.

Rollingstock

■ The delivery of 150 articulated skeletal 5 pack wagons by Asea Brown Boveri Pty Ltd (100 wagons) and Australian National Railways (50 wagons) commenced in August 1996 and was completed in March 1997 (these are the lightest skeletal 5 pack wagons in the world according to NR).

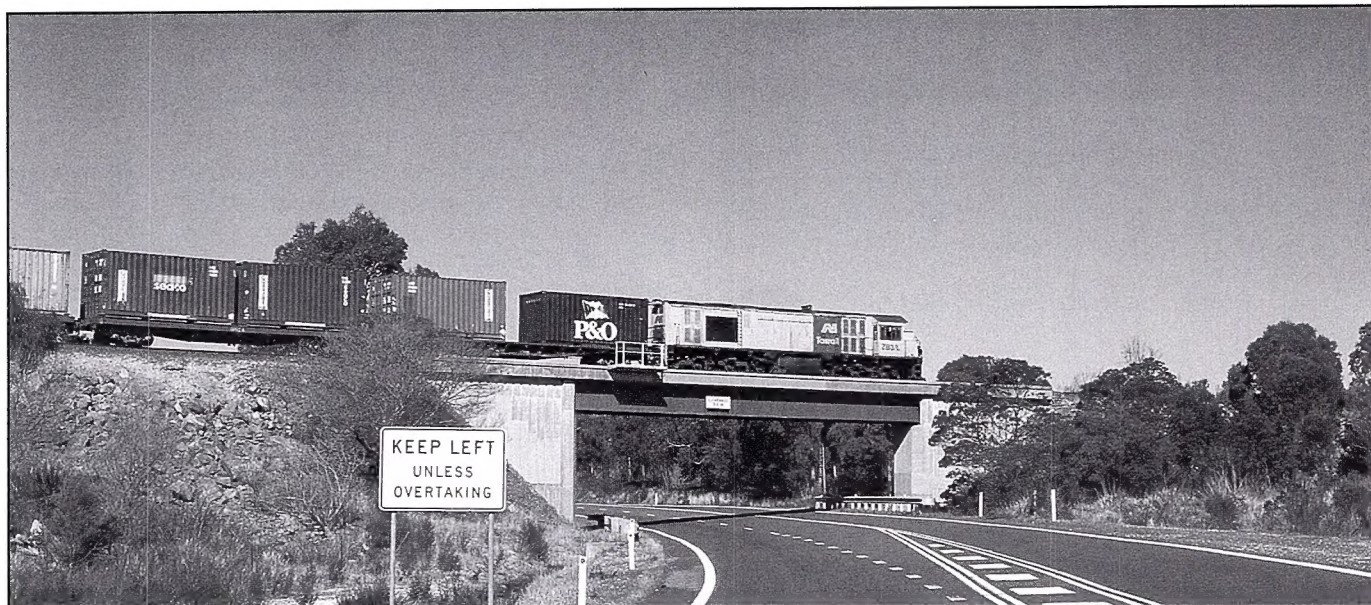
■ Ten C class locos and 914 wagons were transferred from Victoria to NR ownership in August 1996, whilst 1,645 wagons went from NSW to NR during June and July 1997.

■ On 26 October 1996, the first NR class loco hauled a train in commercial service (between Perth and Kalgoorlie), whilst the new class was officially launched into service by the Prime Minister (Mr John Howard) at the Goninan's plant at Newcastle on 28 November 1996. By 30 June 1997, 65 NR class locos were in service out of 120 on order.

NR94-BL32 haul PM6/9714 up Perth superfreighter at North Geelong C Box on Mon.2.2.98 *Steve Munro*



GENERAL NEWS



AN TasRail unit ZB3 passes high over the East Tamar Highway north of Launceston returning from Bell Bay with a short rake of containers from the docks. Mon.8.9.97 *Peter Weickhardt*

- A new national locomotive maintenance facility was completed in May 1997 at Spotswood. This facility will be operated by A Goninan and Co Ltd under a 15 year contract with NR.

Staff

- The following staff were employed at the end of the financial year:

	30 June 1996	30 June 1997
Drivers	647	638
Terminal Operators	349	319
Other Employees	312	278
Total	1,308	1,235

- Driver Only Operation (DOO) tests were conducted between Melbourne and Albury during November 1996. In April 1997, DOO trials using new NR class locomotives commenced between Melbourne - Albury and Adelaide - Port Augusta. DOO shunting at Melbourne and Alice Springs terminals was introduced during 1997.

MORE COMPETITION ON MELBOURNE - ADELAIDE ROUTE

- For years the line from Melbourne to Adelaide was the mainstay of VR (V/Line) and SAR (which became AN). With the introduction of VLF services to Port Adelaide this brings the total to six operators NR, VLF, SCT, TNT, GSR and Patricks.

The fast disappearing green and gold colours of Australian National are something to photograph in the closing era of the 1990s. 852-DA5 edge over a concrete bridge having just departed Apamurra with a loaded grain special. Tues.6.1.98 *John Berry*



GENERAL NEWS

GREAT SOUTHERN RAILWAY APPOINTS NEW CEO

The Board of Great Southern Railway Limited has appointed Mr John Finnin as Chief Executive Officer. His appointment is effective from Mon.24.11.97.

Originally from Ireland, Mr Finnin comes to the position with an impressive background in the tourism industry and a wealth of experience in tourism products, both internationally and more recently in Australia.

As a previous Director of the Tourism Council of Australia representing Far North Queensland he was instrumental in the promotion of some of Australia's best known tourist assets, among them the Great Barrier Reef.

With his senior management team he will spearhead a three year Service Development Plan that will enhance and expand Great Southern Railway Services, including Australia's rail icons the *Indian Pacific* and the *Ghan* (and the *Overland*), into the next millennium.

The former acting Chief Executive Officer, Mr Jim Morgan, will continue as a member of the Board of Great Southern Railway Limited.

ANOTHER RAIL OPERATOR ON THE TRACK

Private railway company Great Northern Rail Services Pty Ltd (GNRS) created rail history in Victoria. On Fri.16.1.98, it began train operations in Victoria by operating a Met. Infrastructure plant train. Hauled by two GNRS locomotives (T345-T377) and driven by GNRS employees, the operation of this train is the first time that a private Victorian company had operated its own trains, with its own staff, on the Victorian rail system. Until that point all trains have been operated and provided by V/Line, or else V/Line crews operated private operator trains as is the case with West Coast Railway and Hoys passenger services.

GNRS Managing Director, Mr Paul Moore says that 'The opportunity for private rail operators to compete on the Victorian rail system are numerous. Private operations such as ours, with low overheads and great flexibility have the ability to compete very strongly with other transport mediums. We look forward to a strong resurgence of the rail industry in our State'.

Mr Moore also said 'We are very pleased to be the first private Victorian operator to have negotiated an Enterprise Agreement with the Public Transport Union. This agreement enables us to operate with our own train crews, rather than crews from V/Line or National Rail'. GNRS has also entered into a Track Access Agreement with Victorian Rail Track Corporation, which is the controlling body for the railway infrastructure. Currently GNRS has a fleet of nine diesel locomotives which may operate on the broad and standard gauge networks in Victoria.

At a recent meeting with the Transport Minister, Mr Robin Cooper, the Minister told Mr Moore how excited he was that a small private rail operator can succeed, in an industry traditionally dominated by the large government organisations.

Australasian Railway Association director Mr John Kirk, commenting on the achievement, praised Mr Moore and Great Northern Rail Services staff for their professional approach to their new opportunity and wished the new operation every success.

'Achieving operational accreditation under the new rail safety legislation is no easy task with many barriers to be overcome. The Great Northern Rail Services operation has been put under intense scrutiny and has come up trumps.' Mr Kirk said.

Mr Moore says that 'Great Northern is now in a position to offer attractive alternatives within traditional rail freight markets in Victoria, and that he looks forward to a promising future in the new privatised Victorian rail transport industry'.

Crewed by GNRS employees, T345-T377 edge out of Anzac siding at Newport with loaded sleeper wagons to be used for works on the Epping line. Fri.16.1.98 Jeff Bounds





2-6-4T No.4 leaving the original Belfast York Road station on the *Portrush Flyer*. The through lines now run to the left and all the track you can see is now the new Maintenance Depot. 14.8.76

ON THE FIVE FOOT THREE *Up-Yonder*

PART 2

*Steam on the
Five-Foot-Three. Learn
about similarities between
mainline steam preservation
Up Yonder and Down-
Under*

Don Potts

All photos by Charles Friel

PRESERVATION SCENE

The Irish and Victorian Railways have long shared a common interest in the wide 1600 mm gauge. Main line steam preservation also began simultaneously in 1964. Within two years, the Railway Preservation Society of Ireland (RPSI), formed in Belfast, had established headquarters at Whitehead Excursion station, a similar distance to Newport, where maintenance and restoration is done. The first loco was saved from the scrap heap and restored in 1968. Carriages were obtained in 1972. Like their Aussie counterparts, the Irish toiled under primitive conditions. Financial grants enabled a ten carriage shed to be built in 1992. Meanwhile, miracles continue in the small loco repair shed where complete rebuilds are achieved. Hopefully, improved facilities will also replace a 'temporary depot', obtained 23 years ago at Mullingar, 83 km from Dublin.

Carriages range from a gas lit brake composite of 1906 to the 1950s including a Director's Saloon (used on the Queen's 1953 Royal Train), Dining and Bar Cars. Wooden rollingstock features in the north but since the advent of high speed trains (145 to 160 km/h) in the south, IR specifies steel cars on main lines. This can cause costly hire of IR 1963 built Cravens cars to supplement limited society

steel stock.

During the night of 22 May 1996, arsonists cut the security fence at Whitehead Depot and destroyed nine historic vehicles stabled in the open. Extreme heat reduced most, including some restored, to ash and warped steel underframes. Preserved locos and rollingstock are vacuum braked. Investigations are proceeding into producing a Converter Vehicle to enable locos to haul never-airbraked stock.

In its early years, the RPSI secured most of the small number of surviving locos, except those allocated to a static museum. In one good deal, the price was just £1!

The Society has had nine steam and small diesel industrial type locos in its care. Of the four main line steam locos, three are generally available while one undergoes major overhaul which can take several years. An advantage is the abundance of summer tourists (June-September including the end of school year) and popular Santa Trains. Since 1970, when steam bans began in Victoria, summer, Christmas and end of school year holidays high revenue opportunities have been lost. Now 33 years since its inception, the RPSI, with co-ordinated divisions in Belfast and Dublin also has the advantage of being the sole main line steam operator with only a few small tourist railways. In Victoria, there are four main line, seven tourist railways, plus interstates with access to the standard gauge interstate lines all competing in a receding market place.

STEAM LOCO LIST

No. 4: A 2-6-4T built in 1947 at Derby for London Midland & Scottish Railway (Northern Counties Committee). Used on Belfast - Londonderry expresses and Portrush and Larne lines, and was purchased by RPSI in 1971. Although this 'youngster' is a tank engine (handy where there is no turning facilities), she can give any tender engine a run for their Irish Pounds (Punts)! It had a major overhaul including new outer firebox and 1250 stays. Irish engines have copper boilers and fireboxes, a delicate, costly material requiring patent, specialised engineering compared to the simplicity of steel.

No. 85: Merlin. 4-4-0, 3 cylinder Compound built 1932 by Beyer Peacock for Great Northern Railway (Ireland). After 15 years in a Belfast Museum, No. 85 was made available on loan and restored to operating condition by Society Vice-President and steam enthusiast, Lord Dunleath in 1986. Following its withdrawal in 1989 with firebox problems, he again financed the costs. Lord Dunleath died in 1993. After early

derailments with the top heavy 4000 gallon, six wheel tender on variable non-welded track, a smaller 2500 gallon tender was substituted. After seemingly solving the problem for several years, the tender derailed at speed while No. 85 has hauling the *Atlantic Coast Express* from Belfast to Londonderry near Coleraine on 7 September 1996, fortunately without injury or major damage. This has resulted in steam tours in Northern Ireland being suspended pending the outcome of an independent inquiry into the incident. Tours in the Republic have continued using No. 171 and No. 461.

No. 171, *Slieve Gullion*: 4-4-0, inside boiler, built Beyer Peacock in 1913. Restored in 1968, and was considered to come down-under for the 1988 Bi-Centennial Year, but couldn't be spared and was due for overhaul. Featured in the Michael Palin 1993 BBC-TV *Derry to Kerry Great Train Journeys*, and in 1995, she temporarily lost her blue livery for sexy black in another film. On 10 September 1918, a young five year old No. 171 hauled a six vehicle military special, including a dining car, over the 112.5 miles from Dublin to Belfast in 107.5 minutes in connection with a visit by the General Officer Commanding the Forces in Ireland. Due to the high security surrounding the occasion, No. 171 never made the front pages of the press. At the time, after four years, the Allies had gained the initiative and World War 1 ended on 11 November 1918. The fans and photographers (restricted during wars) didn't hear about it for another 60 years until Colin Sherrard unearthed details. The 84 year old No. 171 has been the ever dependable bread-n-butter earner for the RPSI for 29 years. The Old Girl deserves to become an Irish Patron Saint or Dame!

No. 461: Sole 2-6-0 survivor, one of the two inside cylinder goods engines built in 1922 by Beyer Peacock for the Dublin & South Eastern Railway and originally delivered to Belfast because of the Civil War. Restored in 1991, but failed in May 1992 with seemingly incurable overheated driving wheel axle boxes. Finally, with help of IR, the loco was lifted twice in late 1993 at Dublin Workshops to enable precision engineering to be done by outside contractors. The action list included praying!

No.461 hauling a Sea Breeze tour from Dublin to Rosslare. At Wexford the line runs along the quay and the main road to the left.





Due to subsidence of part of the up track towards the sea, 171 runs wrong road on the down track from Whitehead into Belfast. No doubt a more scenic route than Newport to Melbourne.

The RPSI Loco Gang reassembled the loco which has performed satisfactorily since.

No. 184 and 186: Two 0-6-0 (J15) type) built in Ireland in 1880 and 1879. Both starred (one with cab removed to make it appear more ancient) with Sean Connery in the thriller, *The First Great Train Robbery*, set in England but filmed on the five-foot-three. These two engine types are the Irish cousins to the Victorian Railway's built Y112, restored by West Coast Railway in March 1996.

THE RETURN OF THE PEACE TRAIN

Like the daily Guinness train from Dublin to Belfast, steam specials in Northern Ireland (the Republic has no problems) have never been attacked by the IRA. The public and railway enthusiasts have learnt to live with terrorism.

In the 1970s, bridges regularly demolished by bombs were replaced by less delicate concrete culverts. During a visit in the 1980s, a threat was made to kidnap families of crews who volunteered to operate a steam special. This was smartly resolved by the families going on the train. I remember gazing up at three army helicopters escorting the train out of Belfast. Nothing happened.

In 1989, two Irishmen, one from the north and one from the south, agreed that the senseless destruction of the railways was achieving nothing. They sponsored a diesel hauled Peace Train, which conveyed the two different factions in complete harmony between Dublin and Belfast and return. The Peace Movement gathered momentum but in 1992, No. 461 had to manage unaided in the south for the first two days of the International Tour while No. 171 and regular trains were isolated in the north due to terrorist damage to the

tracks. Then just as a settlement appeared likely to become a reality, peace lost its way in 1995. As 1997 began, the Irish Railways were proudly anticipating the introduction in July of their new 160 km/h Supertrains on upgraded Cross Border services between the two capitals as a physical demonstration of the ability of the railways to move successfully into the 21st century.

Alas, the massive job of rebuilding the main line between Lisburn and Belfast in Northern Ireland (its operation influenced by the British Government with privatised railways) and over budget costs has delayed the grand launching of faster trains until September 1997, although the new locos and rollingstock 'officially' began operating at the old speed limits in late June. Any further interruptions to this \$200 million project due to track completion or terrorist groups is likely to wreck future major railway development. It's time for the return of the Peace Train.

STEAM ON THE FIVE-FOOT-THREE

The RPSI scheduled 18 steam trips in 1996, ranging from short Easter Bunny outings to day and evening tours all generally aimed at attracting the public. A must for enthusiasts is the annual 3-4 day International Rail Tour in May utilising two or more locos. A highlight is the Railway Banquet where steam and soot breaks language and other barriers between people from around the world. You may talk shop with Society Patron, Lord O'Neill who has his own narrow gauge railway.

Other features are train splitting, run-pasts, lineside photos, buses and coach tours to historic places not accessible by rail. The Society's aptly aimed annual *Five-Foot-Three* magazine is packed with news of preservation activities and

future plans. I've picked three gems from the old former Railway Remember section by Paddy Hoey:

'In the early days movement of onions from south to north was banned. We had two wagons of them on the front from Dublin to Dundalk where we put them into the loop onto the banking engine. When the Customs had done their job, the bank engine put the wagons and van on the tail of the train and away we went. You could have named your own price for onions then on the Belfast black market'.

'Alan Adair and Harry Dickson fired for me at different times. One night I was piloting the 02 30 Cookstown goods with Alan firing for me and Harry on the train engine. Things were going well. I was looking over the side not taking much interest on the footplate. Eventually I looked around to speak to Alan but found Harry sitting on the other side. The two scallywags had swapped over while we were in motion. Neither driver knew a thing about it!'

During WW2 on a train of six wheelers full of Americans returning from Armagh to an army camp at Keady after a night's boozing, my driver, old Jack Campbell who wasn't sure of the road didn't have a clue in the dark (war-time blackout, no headlights) after the pubs had shut. In the glow of the cab of the wee engine Jack thought he could see a platform and applied the brake. He stepped off the engine on the platform and says: "This is a bloody station and not a light about it" and climbed back onto the footplate. But, on my side I could just make out a feeble light a long way down. We had stopped on the Tassagh Viaduct!

On 27 July 1996, I was impressed as eight steel heritage carriages immaculate in crimson livery approached Dublin

Connolly station to form the 09 45 *Sea Breeze* 336 km day tour to Wexford and Rosslare Harbour. My RPSI hosts explained that the train had received a quick spraypaint for a film charter and closer inspection would suggest need for some body filler when labour and funds became available. As we departed behind No. 461, I noted a turntable and water tank. Fire hydrants are used where departmental facilities are not available. We steamed along the elevated line to Pearse station on the first public railway opened in 1834.

Near Bray the train ground to a halt. A lineside hotbox detector (usually turned off for steam specials) had been alerted by heat from the loco's firebox. All axleboxes had to be checked and the detector reset before proceeding. Shortly afterwards there was another mystery delay at Grey-stones, where, as a safety precaution the loco was banished to the furthest siding while an up ammonia chemical train passed.

Our comfortable carriages with external door handles included an open saloon, side corridor, buffet and diner/bar, RPSI patented photo-cell system automatically turned lights on and off at tunnels and other dark places. Irish domestic coal at \$320 a tonne is used. Word filtered back that slow progress was due to injector problems. There was an ominous pause at the base of a long climb similar to Ingleston Bank. Further up a longer stop while the crew battled to raise water in the glass. Once over the summit we sped down the other side. At Rathdrum, an extended stay to work on the injectors, take water and shovel coal forward took the deficit to 75 minutes. At Enniscorthy at 14 42 to save the tour extending beyond its one day duration due to difficulty finding a path home on the single line with scheduled train taking priority,

4-4-0 outside cylinder compound No.85 roars through Craigavon between Belfast and Bangor with a 50th Anniversary Victory in Europe special. Mon.8.5.95





Veteran 0-6-0's 184 (built 1880) and 186 (1879, super heater boiler 1930s) storm the grade out of Athenry. 26.5.79

further progress was abandoned. Passengers went off to explore the old town with pubs and ice creams shops benefiting from the unexpected extra summer trade.

'No turntable and 128 km tender first?' I pondered. 'Up to the driver' I was told. No problem. The Irish driver was upset he couldn't get us all the way there. We departed at 16 04 and with the injectors now less troublesome there was some good stack talk. The high boilered No. 461 with inside Stephenson link motion sounded like a D³ in full flight. Senior Train Timer, 92 year old Geoffrey Wigham reckoned that mile posts were still flying past despite tender first running.

As we neared the outskirts of Dublin along spectacular track hugging the coast within splashing distance of the sea all eyes of the beachgoers ignored the high speed catamaran ferry to salute the passing of the steam train. Under the wires at Bray, the eight car DART sets were well filled. Until the coming of the Dublin Area Rail Transit electrification in the mid-1980s, Irish loco crews had never had cause to worry about potential hazards of overhead wires. As a precautionary measure, IR required steel mesh screens fitted above the open footplate and tender to reduce risk of persons, shovels, pokers and other metal equipment coming in contact with the electrified wires.

When the happy passengers went to thank the blackened engine crew for getting us back 'early', they were still apologising for not being able to make it to Wexford and Rosslare Harbour.

On 3 August, I was welcomed aboard the 08 10 *Portrush Flyer* at Whitehead Excursion station. For part of the way we

ran wrong line because some of the coastal up track had become unstable. Apparently, someone hadn't done their homework sufficiently because after installing new concrete sleepers and welded rails they too subsided towards the sea. Something needed to be done as the inner down track was also becoming suspect.

At Belfast Central, No. 85 disappeared around a triangle to turn. We departed at 09 05 in the wooden carriages and soon No. 85's six-foot-seven driving wheels were reacting to the bark from the funnel. Cheery RPSI volunteers were selling £2 raffle tickets — the only raffle I've been in where everybody gets a prize. The opened metal framed windows acted as high speed mobile scythes pruning overhanging shubbery which brushed the side of the speeding train — leaves and twigs showered in over the passengers. No. 85 took water at Ballymena and just before noon arrived at the seaside town of Portrush — an incidental journey and destination to that of our *Vintage Train* of the late 1960s to long since closed Mornington and Queenscliff.

On the return trip I realised why RPSI rarely leave behind any passengers — most never leave the bar cars because of their unfaltering loyalty to their national drink. The pints of Guinness take several minutes to serve involving 'the pour... the settle, the top up'. Summer or winter the dark liquid is popular all year round — record consumption for a day trip was 20 x 10 gallon kegs of the stuff. Whilst I would never admit to my Irish hosts, I didn't drink anything stronger than lager.

I noticed blackened men delivering bags of coal to older homes for cooking and heating. With the arrival of natural

gas this ancient trade was being phased out in late 1996 when use of solid fuels was due to cease in Belfast to reduce pollution. An on time arrival at Belfast Central at 19 30 ended another enjoyable RPSI tour for me – and hundreds of others.

The Irish Railway Collection is housed at the Ulster Folk & Transport Museum at Cultra, 12 km from Belfast on the Bangor line. The exhibits are displayed on six tracks around a turntable in a three level domed roofed exhibition hall opened in 1993. The building has conditioned air to reduce deterioration of the exhibits. 4-4-0's were the main passenger locos until dieselisation in the 1960's. Ireland's largest locos were the three, 4-6-0's built in 1939 for the Dublin - Belfast service. No. 880 survives in the museum which also has displays of trams, road and air transport. In Victoria, 4-6-0 A's displaced 4-4-0's in 1907 and most had been scrapped by the 1930s. On the South Australian broad gauge they double-headed the *Adelaide Express* between Tailem Bend and Serviceton until 1926 and the last of these S class operated until the late 1950s.

Riding the Five-Foot-Three on regular and preserved trains provides an interesting comparison. If Victoria's 1600 mm continues to the converted to Four-Foot-Eight and a Half as in South Australia the time may come when Aussies will need to go Up-Yonder to ride the Five-Foot- Three. The friendly folk of the Railway Preservation Society of Ireland will make you welcome now!

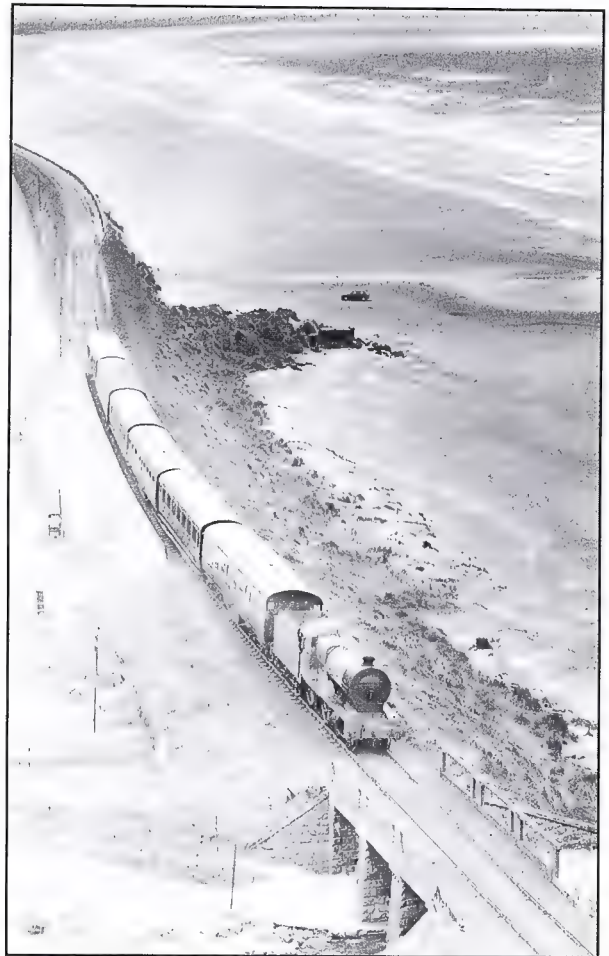
The main tour programme for 1997 has been completed. Details for 1998 will be available by writing to RPSI Tours, Box 74, Blackrock, County Dublin, Ireland. Rail Map refer part one.

REFERENCES AND ACKNOWLEDGMENTS

VR to '62 (Leo J. Harrigan) p.192-194.

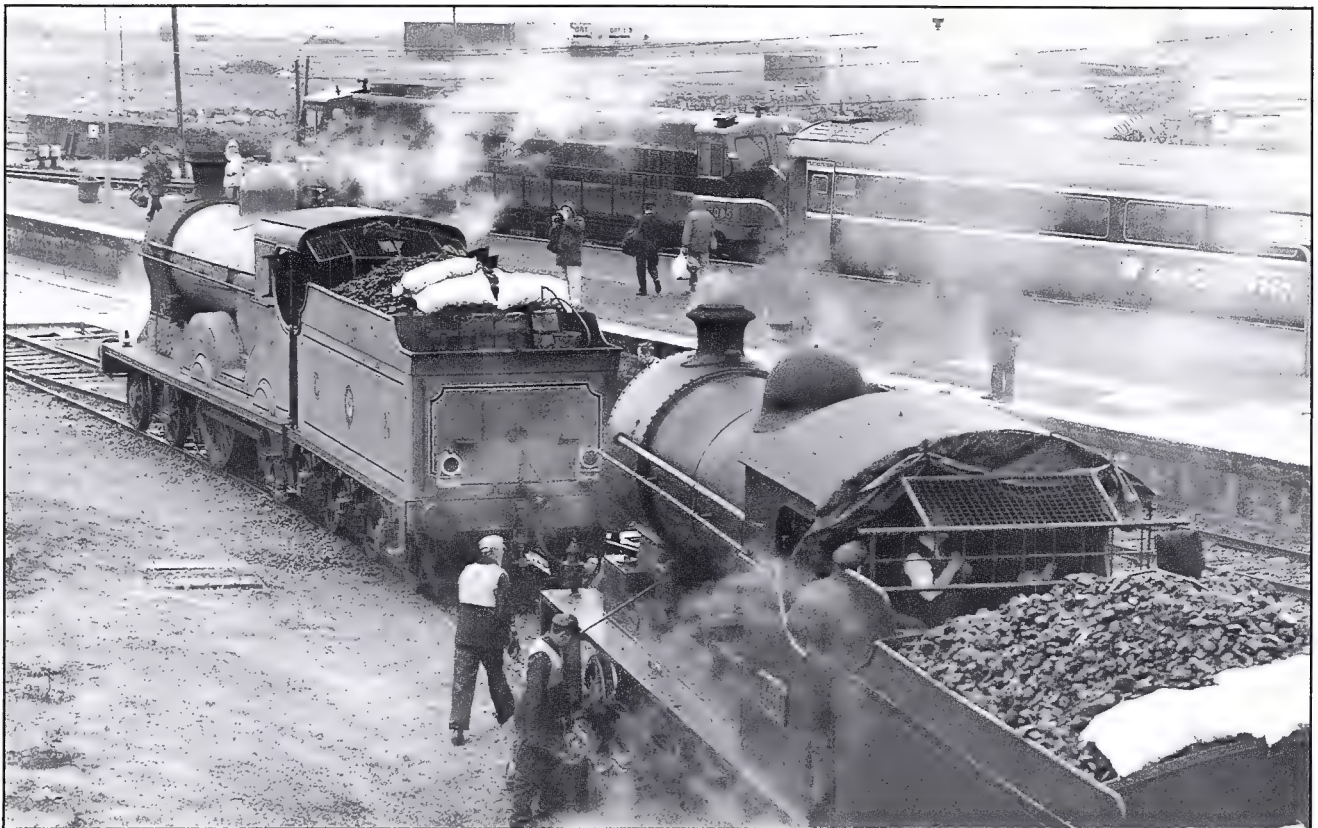
Transport in Ireland 1880-1910 (Patrick Flanagan) p.119.

RPSI – Sullivan Boomer, Charles Friel, David Houston, David Humphries, Robin and Valerie Morton, John Richardson.



Hills of Donegal Tour with 85 at Downhill enroute from Londonderry to Belfast. Did the motorcader escape the incoming tide? Sat.10.6.95

Old and new. 171-461 being prepared while a twin cabbed GM waits on an Intercity set at Galway – both bound for Dublin. Note the steel safety screens for protection from overhead wires. Sun.15.5.94



The VICTORIAN LIVESTOCK BUSINESS

— The last decade: 1976-86 —

This article looks at the railway livestock business in its last decade of operation.

THE LIVESTOCK BUSINESS IN 1975-76

The Victorian Railways (VR) carried a total of 1,935,278 animals during 1975-76. This consisted of 1,261,500 sheep, 603,361 cattle, 40,743 pigs, 25,021 calves, and 652 other animals (such as bulls, goats and horses). The total livestock tonnage was 356,023 tonnes the best result since 1964-65 (see Note 1). The VR share of the Vic-

The movement of livestock by rail in Victoria officially ended on 1 October 1986 after the business had reached a stage where it was no longer viable to continue. Many factors contributed to the end of livestock haulage, including intense competition from road and changes within the livestock industry

Chris Banger

torian livestock transport market at the conclusion of the financial year was 20.2% for cattle and 10.7% for sheep.

Approximately 75% of the VR business originated from sale yards, whilst the remaining 25% came directly from farms. Rail had been losing the latter traffic to road over a number of decades on account of the costly double handling associated with moving stock between the farm and the nearest rail loading point for dispatch.

A total of 297 locations on the VR network handled livestock, of which 132 locations (58%) handled 20 or less

T369 leaves Chiltern with a livestock special from Wodonga. 17.3.83 John Dare





Loading sheep at Mairdample with one of the last trains to run on the Mansfield and Alexandra lines. 23.10.78 John Dare

wagonloads per annum. The concentration of livestock activity is illustrated in the following table:

Annual number of loaded wagons handled (inward and outward)	Number of locations (see Note 2)
501 or greater	28
21 to 500	137
2 to 20	109
1	23
Total	297

Newmarket Livestock Sidings handled the largest number of livestock wagons in the state during the year (40,747 wagons — 11,788 inward and 28,959 outward), whilst Wodonga Livestock Sidings handled the largest number of wagons in country Victoria (19,046 wagons — 5,847 inward and 13,199 outward).

The five next busiest metropolitan and country locations were:

Metropolitan

Brookwood	8,553 wagons (8,553 inwards and 0 outwards)
Prossor Siding	3,979 wagons (3,979 inwards and 0 outwards)
Dandenong	3,820 wagons (3,275 inwards and 545 outwards)
South Brooklyn	3,686 wagons (3,686 inwards and 0 outwards)
Smorgons	2,117 wagons (2,117 inwards and 0 outwards)

Country

Corio Meat Siding	4,191 wagons (4,191 inwards and 0 outwards)
Bendigo Livestock	3,059 wagons (556 inwards and 2,503 outwards)

Hamilton Livestock	2,382 wagons (24 inwards and 2,358 outwards)
Bairnsdale	2,263 wagons (184 inwards and 2,079 outwards)
Ballarat Cattle Siding	1,766 wagons (239 inwards and 1,527 outwards)

Animals destined for the Newmarket Livestock Sidings from the North East and Goulburn Valley lines ran via Essendon and were backed directly into the sidings at Newmarket. Traffic from other districts was sent to Melbourne Yard (Arrival Roads) before being transferred to Newmarket by pilot.

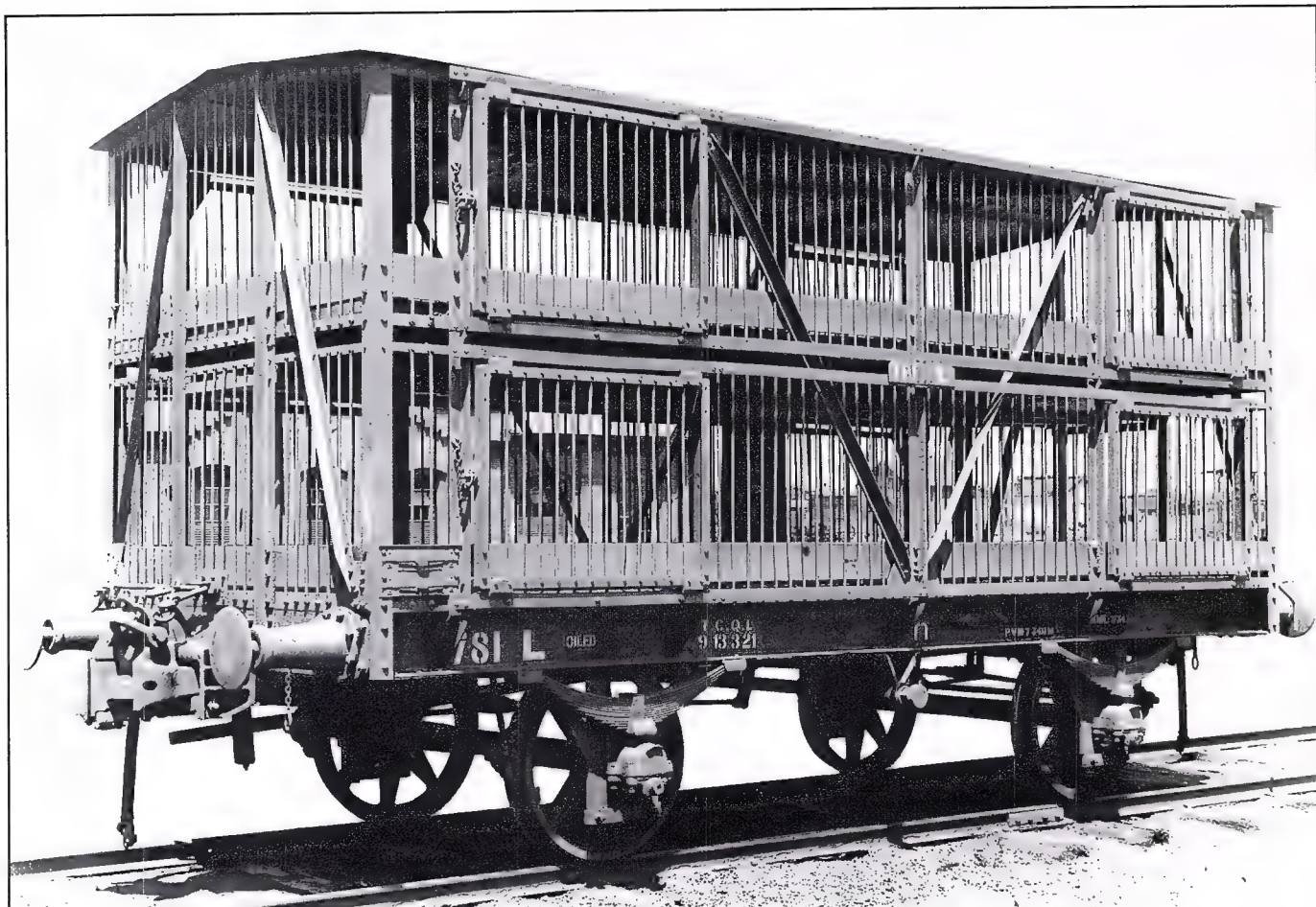
Trains with loading for Newmarket that terminated at Tottenham Yard had their livestock wagons transferred to Melbourne Yard to be picked up by the Newmarket pilot.

All Newmarket outwards traffic was handled through Melbourne Yard.

Newmarket also served as a rest stop for livestock on journeys that passed through Melbourne and could not be completed within a humane time frame. Stock requiring a rest were herded off their train and into yards to be fed, watered and exercised before continuing their journey.

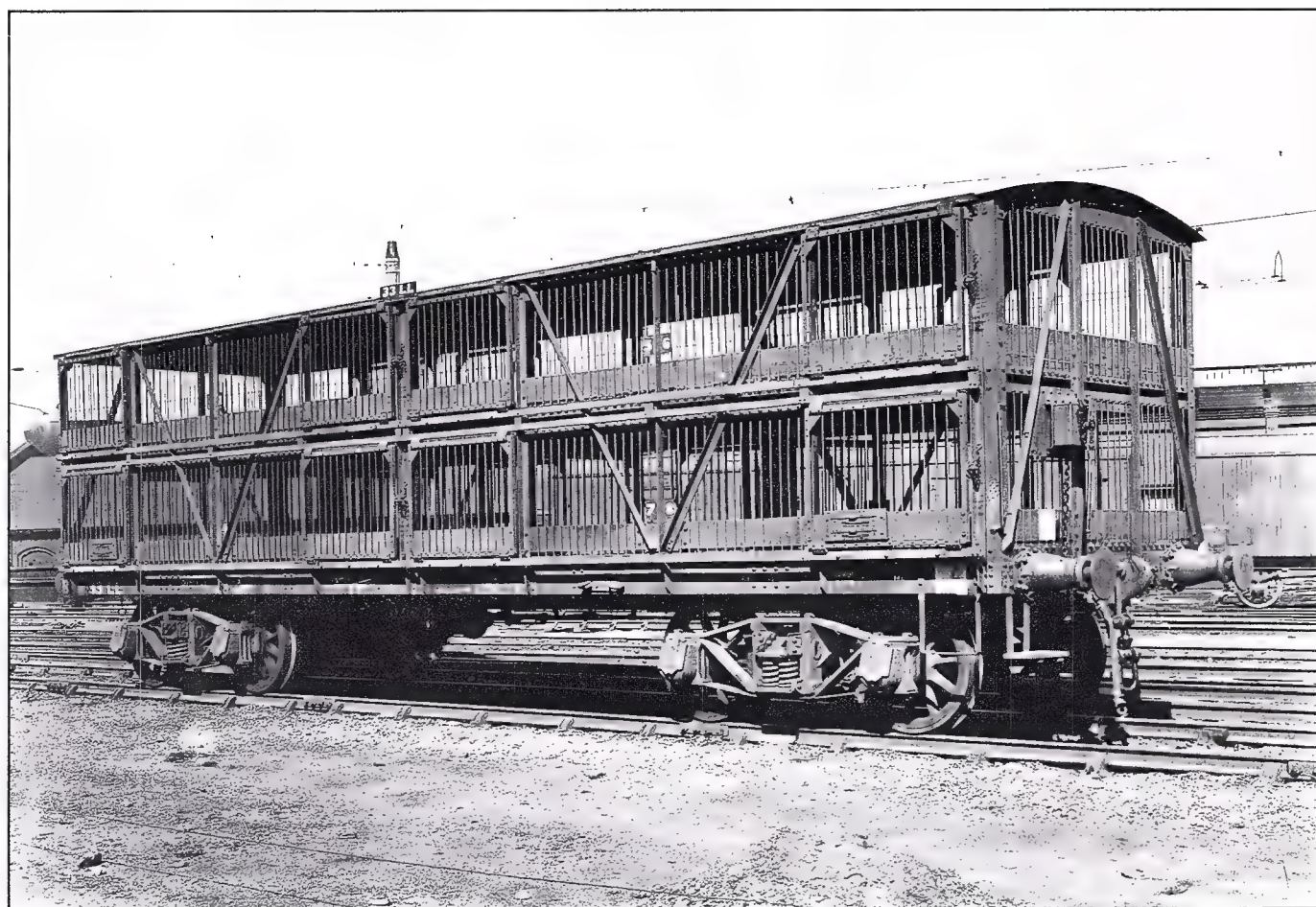
Traffic for Melbourne area meatworks normally arrived at Tottenham Yard. Pilots then dropped wagons off at the various sidings serving the meatworks along the Sunshine — Newport Goods Line (Armbrook, Brookwood, Smorgons, South Brooklyn, Prossor, etc.). Empty wagons from these sidings were cleared when the opportunity arose and were returned to Tottenham Yard to be attached to trains destined for country locations. Alternatively, these wagons would be sent to the Brooklyn Wash Dock for cleaning.

On average, wagons passed through the Brooklyn Wash Dock to be cleaned with high pressure water on every third trip.



: Above: L class sheep van No.781

: Below: Bogie sheep van 33LL in the late 1920s shortly after it was built. *Both photos courtesy of the PTC*



The livestock wagon fleet consisted of 731 sheep and 478 cattle wagons of the following classes at the end of 1975-76:

Class	No. in Class	Description
L	682	4 wheel double deck sheep wagon
LF	44	Bogie double deck sheep van fitted with high speed bogies
LL	5	Bogie double deck sheep van
M	453	4 wheel cattle wagon
MF	23	Bogie cattle wagon fitted with high speed bogies
MB	2	4 wheel cattle wagon fitted with tie-down bars for polled cattle (bulls)

Fifty MC class cattle containers delivered in 1974-75 were also in service. These were carried on either KQ or KMQ four wheel container wagons.

The following notes give additional details on the livestock wagons employed:

L: The L class wagons were built in batches between 1896 and 1953-54. The last new L wagons to be built were a batch of 100 laid down and completed during the 1953-54 financial year.

In 1954-55, seventy L wagons were fitted with new flooring designed to make the wagons easier to clean and that gave stock a better foothold. A further 100 wagons received the improved flooring in 1955-56, and it is assumed that the entire L class fleet was fitted with this flooring over time.

LF/LL: Fifty LL vans were originally built at Newport Workshops in 1928. In 1963, a number of these vans were re-coded LF after the original plain bearing bogies were replaced by roller bearing bogies suitable for running on express goods trains.

M/MB: The M class wagons entered service in batches between 1877 and 1953. The first wagons were built by a variety of local suppliers, as well as the VR, and featured wooden framed bodies of varying designs. On 20 December 1897, a new design of M class wagon was outshopped by Newport Workshops with a composite iron and wood body (M 491). This design, with detail alterations, became the standard pattern for all M class wagons produced after this date.

In the early 1950s, a program commenced to rebuild the earlier wooden framed M wagons with composite steel and wood bodies of the same style as had been used since M 491.

Wagons M 416 and M 391 were converted to MB 1 and MB 2 respectively at North Melbourne Workshops in September 1969. These wagons were converted to carry polled cattle (bulls), and were fitted with a hitching rail (a steel bar) to firmly secure the bulls.

MF: Twenty five MM vans were built at Newport Workshops in 1928. They were converted to MF vans between 1965 and 1973. These vans were divided by an internal partition that formed two 5.410 metre long compartments.

The basic dimensions of these vans were:

	L	LF/LL	M ¹	M ²	MF
Length over end sills (mm)	6,096	10,973	5,486	6,096	10,973
Max. width (mm)	2,610	2,845	2,845	2,826	2,912
Tare height (mm)	3,566	3,597	3,335	3,693	3,681
Capacity (tonnes)	10.0	30.5	10.0	10.0	30.5
Capacity (animals)	100	200	10	10	18
Tare (tonnes)	9.70	21.30	9.14	9.14	19.30

1. M class wagon Nos. 1 to 318 and 419 to 719

2. M class wagon Nos. 319 to 418

THE BUSINESS BETWEEN 1976-77 AND 1984-85

The VR undertook a major review of the business in 1977 to assess its financial viability and future direction. This review was conducted by the Marketing Branch and their report was issued in December 1977.

The report found that in 1975-76 the business was costing \$3.250 million to operate against a total revenue of \$2.262 million – a loss of \$0.988 million or a cost recovery of 69.6%.

Livestock movements between South Australia and Victoria were the only traffic in which revenue exceeded associated costs. This was primarily due to the relatively lower charges incurred for the use of South Australian wagons in this traffic (this situation changed in 1976-77 when the charge for interstate wagons was doubled from \$10 to \$20 per day, thereby making the hire charge almost equivalent to the maintenance charge on Victorian wagons).

It was estimated that the loss in 1975-76 actually escalated to \$1.233 million with a cost recovery of 57.7% when the movements between South Australia and Victoria were separated from the rest of the business.

The report made a number of recommendations, including:

- Scrapping surplus sheep wagons.
- Encouraging the meat industry to concentrate stock sales into a small number of large selling centres that would generate sufficient loading to run block trains of 45 wagons or more.
- Eliminating livestock handling facilities with low usage at country stations.
- Increasing published rates to a breakeven level and offering discounts on these rates for large single movements (this would bring rail rates up to the same level as road over long distances and discourage short hauls with low tonnage that had a poor cost recovery).
- Withdrawing from the business if no capital investment was made in wagons and other key infrastructure over a 10 year period.

In summary, the report suggested that the VR should cut its costs and concentrate on the elements of the business where it had a chance to compete, i.e., large volumes over long distances.

The report also indicated that double deck cattle wagons should be considered if the VR decided to purchase new cattle wagons, but that these wagons should only be acquired if the Government provided an interest free grant to meet the capital costs, or an evaluation proved that the investment was financially viable.

The VR either adopted, or was in the process of implementing most of the recommendations made in the report, and consequently the business went through many changes over the next decade.

Surplus livestock wagons were quickly scrapped to reduce wagon maintenance costs, and by 1984-85 only 228 cattle and 158 sheep wagons were in service compared to 409 cattle and 697 sheep wagons in 1976-77 (see Note 3).

The process of eliminating livestock facilities (cattle, sheep and pig races) that had been in progress since the 1950s continued, and between September 1977 and June 1983 at least 60 stations lost their livestock facilities.

Freight rates were progressively increased to achieve the goal of bringing rail rates into line with road for long hauls, whilst also keeping up with inflation. For instance, there were three rate increases between early-1978 and mid-1979 of 12% from 6 February 1978, 33% from 11 September 1978 and 18% from 17 August 1979.



- Above: 'Looking out from the inside'. It's standing room only in an LF sheep wagon pictured in 1981. *Frank Cross*
- Below: X33-Y112 power upgrade into Broadford with a stock special from Wodonga to Portland. Mon.11.3.85 *Ted Payne*



NEWSRAIL INDEX

1997

Compiled by John More



1997 saw a great deal of change on the standard gauge network in Victoria. National Rail locomotives now dominate virtually all NR services Australia wide. G525-C501-NR73 haul PB3/9822 steel freight through Gheringhap on Sat.21.6.97 *Darren Wood*

This index has been designed so that it can be removed and be placed in the centre of the December 1997 issue if so desired.

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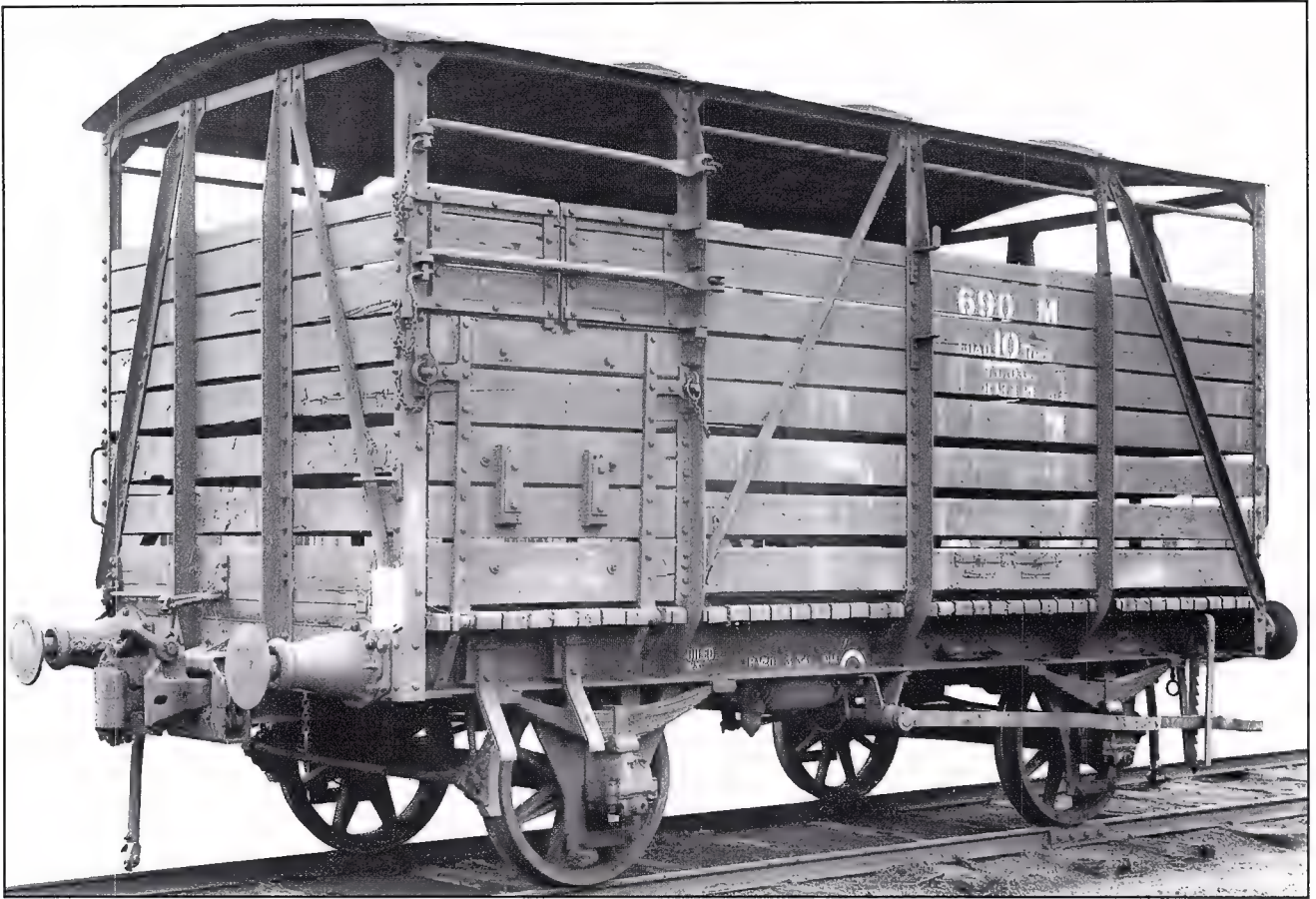
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- Above: A stock special stands at Champion Road, Newport, with B68 in teacup livery at the head
- prior to departure for Portland. Mon.8.4.85
- Below: As the morning sun rises, T404 shunts the cattle sidings at Cudgewa only a couple of years
- before the line was closed to all traffic. July 1978 *Both photos Ted Payne*





Cattle wagon 690M was built in 1921. It is believed that this photo was taken in the mid 1930s

Photo courtesy of the PTC

Livestock rates and operating procedures were re-structured again in February 1982 to encourage block trains of livestock with a minimum of 20 wagons.

Despite of these changes, the business continued to decline on account of:

- Intense competition from road as a result of improvements in the size and reliability of road trucks, combined with improvements in the road network. Road was generally quicker, more reliable and had greater flexibility than rail. By the early 1980s, stock moved by road was being delivered to its final destination in better condition with less bruising.
- The scaling down of selling operations at Newmarket and an increase in stock sales through country selling centres. This shift reduced the competitiveness of rail given its radial network centred on Melbourne. Abattoirs up until the 1960s tended to be located centrally in Melbourne, and were therefore easy to serve with the radial rail network. Since then, a number of abattoirs have been established in the country and on the fringe of Melbourne, whilst abattoirs located in the centre of Melbourne have declined. This has been due to:
 - Local planning and environmental policy seeing abattoirs as being incompatible with inner urban areas.
 - Room for expansion being limited or non-existent at most inner city sites.
 - Transport costs being lower when the abattoirs are located closer to their source of livestock.
 - Government de-centralisation policy encouraging abattoirs to move to country centres.
 - Costs to upgrade the old inner city abattoirs to the higher health and quality standards that have been introduced being greater than building new abattoirs on a green field site in the country or on the urban fringe.

- The purchase of stock directly from farms has also contributed to the decline of rail business (direct farm moves favouring road), although this method of buying stock is very small compared to sales through saleyards.

The accompanying table illustrates how livestock tonnages, revenue and numbers of stock carried fell over the nine year period between 1976-77 and 1984-85.

THE END — 1985-86

The performance of the business in its last full year of operation is probably best summed up in the following extracts from the Press Release (of 22 October 1986) issued by the Transport Minister announcing the end of livestock haulage by rail:

Extract 1

'We decided to withdraw from livestock freight because we were losing hundreds of thousands of dollars and it was a complete waste of taxpayers' monies,' Mr Roper said.

'Last financial year V/Line carried only 114,213 animals for a total revenue of \$160,000 and a cost of more than \$750,000, before including any overheads or depreciation.'

'No other business would have carried on in this way and those few people opposing the decision have to appreciate that V/Line is now being run as a business.'

Mr Roper said in the last nine years V/Line's share of the livestock freight market had fallen from around 13 per cent to less than 1 per cent.

This had come largely as a result of changing trends in livestock selling and the greater flexibility of road vehicle transport for livestock.



Bogie cattle van MM22 was built at Newport in 1928 *Photo courtesy of the PTC*

LIVESTOCK TONNAGES, REVENUE AND NUMBERS CARRIED – 1976-77 TO 1984-85

Financial Year	Tonnes	Revenue (\$M)	No. of Cattle	No. of Calves	No. of Sheep	No. of Pigs	No. of Horses	Other Livestock
1976-77	309,681	\$2.260	505,407	24,660	1,309,117	32,013	3,6230	5,184
1977-78	276,506	\$2.191	424,118	18,447	1,515,880	24,786	6,846	1,341
1978-79	162,249	\$1.789	208,770	10,882	1,339,899	14,900	9,1100	879
1979-80	128,388	\$1.521	163,025	2,662	1,048,042	13,551	11,751	904
1980-81	104,578	\$1.610	109,140	6,705	1,087,217	8,446	13,273	624
1981-82	52,005	\$0.873	66,254	3,137	404,622	6,103	1,818	7,823
1982-83	69,117	\$0.904	99,371	36,167	346,105	2,747	19	10,054
1983-84	23,870	\$0.417	31,267	24,146	147,607	1,793	—	1,152
1984-85	13,318	\$0.271	24,194	30,404	111,121	2,852	10	447

Extract 2

Mr Roper said the only area where V/Line would remain in the livestock freight system was the Wodonga (Bandiana) to border route which was an extension of the NSW network.

'We are doing this because quite frankly we can still make a quid in this area.'

'In 1985-86, 77,656 animals, or 68 per cent of the total number carried, were moved over this section on rail, earning V/Line \$40,000 for a cost of \$22,000.'

'There is a large two-way movement of livestock into and out of Bandiana which V/Line will continue to service.'

Mr. Terry Mulligan, General Manager of the Freight Services Division at the time, re-enforced the Ministers summation when he stated in the October 1986 issue of *V/Line Update* (the house journal of the State Transport Authority) that:

With the closure of many country saleyards and Newmarket (see Author's Note 4), rail can do little along stock transportation lines that road transport cannot do better. Today more livestock is shipped direct from farm to end destination, and road is the fastest, most flexible and humane way to handle the animals.

The Railways probably remained in the livestock business until October 1986 to allow sufficient time to consult all interested parties about its demise. Details of the major intrastate livestock traffic flows in the final full year (1985-86) and in the first three months of the following year (1986-87) are shown in accompanying Attachment.

RELICS OF THE LIVESTOCK BUSINESS

Little remains today of the once extensive infrastructure required to service the livestock business. Almost all stock races have been removed (see Note 5), whilst most of the major customers that once used rail have either ceased to exist or have relocated to facilities that are not adjacent to rail.

Fortunately, a number of rail preservation groups have saved several examples of livestock wagons, including:

ARHS Museum, North Williamstown: L 1324 and M 815 (These wagons are currently stored at Seymour under the care of the Seymour Rail Heritage Centre).

Castlemaine and Maldon Railway: L 1300, L 1359, L 1368, L 1400, L 1408, L 1423, M 196, M 766 and MF 1 (most of these wagons appear to be stored at Castlemaine).

Museum at Trentham Station: L 1340 and M 801.

1985-86 MAJOR INTRASTATE TRAFFIC FLOWS

Origin	Destination	Type of livestock	Distance travelled	No. of animals	No. of trucks	Tonnes
Dimboola	Ballarat	Not specified	243 km	40	1	10
Dimboola	Ballarat Cattle Siding	Pigs	253 km	209	5	11
Horsham	Brookwood	Cattle	320 km	202	18	102
Mildura	Brookwood	Cattle	559 km	272	21	136
Mildura	Newmarket Livestock	Cattle	567 km	142	12	71
Mildura	Newmarket Livestock	Not specified	567 km	221	2	55
Newmarket Livestock	Bairnsdale	Cattle	280 km	32	2	16
Newmarket Livestock	Korumburra	Cattle	117 km	357	32	179
Newmarket Livestock	Mildura	Cattle	571 km	35	2	18
Newmarket Livestock	Orbost	Cattle	377 km	45	3	23
Newmarket Livestock	Sale	Cattle	214 km	33	2	17
Newmarket Livestock	Springhurst	Cattle	252 km	65	3	33
Newmarket Livestock	Stawell	Cattle	246 km	119	7	60
Newmarket Livestock	Swan Hill Livestock	Cattle	353 km	48	5	24.81
Newmarket Livestock	Warragul	Cattle	105 km	62	5	31
Swan Hill Livestock	Newmarket Livestock	Cattle	353 km	12	1	6
Warrnambool	Wodonga Livestock	Not specified	573 km	221	20	55
Wodonga Livestock	Benalla	Cattle	112 km	60	2	30
Wodonga Livestock	Buffalo	Cattle	461 km	578	25	289
Wodonga Livestock	Buffalo	Calves	461 km	720	24	72
Wodonga Livestock	Korumburra	Cattle	417 km	565	37	283
Wodonga Livestock	Portland	Sheep	696 km	29,726	303	1,129
Wodonga Livestock	Newmarket Livestock	Cattle	302 km	170	6	85
Wodonga Livestock	Traralgon	Cattle	467 km	110	50	55
Total			8,866 km	34,044	525	2,790

1986-87 MAJOR INTRASTATE TRAFFIC FLOWS

Mildura	Brookwood	Cattle	559 km	39	5	20
Wodonga Livestock	Portland	Sheep	697 km	3,160	29	120
Total			1,256 km	3,199	34	140

Y107 leaves Bonnie Doon with a short Mansfield goods on Mon.29.12.75. The livestock wagons were detached at Maindample and the locomotive and van ran to Mansfield. The loaded livestock wagons were then picked up on the return journey *John Dare*



NOTES

1. Livestock tonnage figures between 1954-55 and 1974-75 (imperial tons up to and including 1972-73) were:

1954-55	574,519	1965-66	239,039
1955-56	479,570	1966-67	158,052
1956-57	445,235	1967-68	334,941
1957-58	506,648	1968-69	278,491
1958-59	454,860	1969-70	293,978
1959-60	406,730	1970-71	241,806
1960-61	291,506	1971-72	268,055
1961-62	264,262	1972-73	254,396
1962-63	293,373	1973-74	212,247
1963-64	312,353	1974-75	254,719
1964-65	358,813	1975-76	356,023

2. Locations that received livestock during 1975-76 were:

501 wagons or greater: Armbrook Siding, Austral Meat Siding, Bairnsdale, Ballarat Cattle Siding, Benalla Livestock Siding, Bendigo Livestock Siding, Brookwood, Camperdown, Casterton, Corio Meat Siding, Cudgewa, Dandenong, Deniliquin Livestock Siding, Echuca, Hamilton Livestock Siding, Kerang, Mildura, Ouyen, Newmarket Livestock Siding, Prosser Siding, Sale, Shepparton Livestock Siding, Smorgons, South Brooklyn, Swan Hill Livestock Siding, Wangaratta Livestock Siding, Wodonga Livestock Siding and Yarram (28 locations).

21 to 500 wagons: Baddaginnie, Barnawatha, Beetoomba, Bowser, Cathkin, Euroa, Glenrowan, Homewood, Kanumbra, Kerrisdale, Lindenow, Longwood, Merton, Orbost, Shelley, Springhurst, Tallangatta, Violet Town, Yarck and Yea

2 to 20 wagons: Albeton, Almurta, Avenel, Bacchus Marsh, Ballan, Berriwillock, Birregurra, Boort, Bridgewater, Broadford, Bruthen, Bullioh, Bumberrah, Burraboi, Carisbrook, Carpolac, Carwarp, Chinkapook, Cohuna, Cranbourne, Cressy, Creswick, Culgoa, Curyo, Dalyston, Danyo, Dhuragoon, Diapur, Diggers Rest, Dingee, Donnybrook, Doon, Drouin, Dunkeld, Dunolly, Elmore, Elphinstone, Flynn, Galah, Gelliondale, Gisborne, Goorambat, Hattah, Hillside, Inglewood, Jeparit, Kanagulk, Kardella, Katunga, Kilmany, Koimbo, Kooloonong, Korong Vale, Kotta, Lake Charm, Lalbert, Lang Lang, Lascelles, Leichardt, Leitchville, Little Brooklyn, Longwarry, Malmesbury, Manangatang, Marp, Maryborough, Mathoura, Merino, Minyip, Moira, Mooroopna, Murrayville, Murtoa, Nar Nar Goon, Narre Warren, Nathalia, Nerrin, Nerrin, Niemur, Nyora, Nunga, Oaklands, Picola, Port Fairy, Pura Pura, Rainbow, Red Cliffs, Rennick, Rockbank, Roslynmead, Rushworth, Rutherglen, Sanger, Stavely, Strathmerton, Sunbury, Tallygaroopna, Tandarra, Tarranginnie, Torrita, Tragowel, Trawalla, Tungamah, Tutye, Wahring, Winchelsea, Wingeel, Wonthaggi, Wunghnu and Youanmite (109 locations).

1 wagon: Beulah, Cheviot, Daylesford, Gheringhap, Goornong, Hedley, Koo-Wee-Rup, Lara, Laverton, Lismore, Mininera, Mitiamo, Molesworth, Mordialloc, Nowa Nowa, Robinvale, Stanhope, Tempy, Tooradin, Tynong, Watchem, Wedderburn Junction and Woodend (23 locations).

3. The following number of livestock wagons (both 4 wheel and bogie) were in service as at 30th June:

	Cattle	Sheep
1976-77	409	697
1977-78	214	541
1978-79	278*	356
1979-80	277	300
1980-81	265	234
1981-82	268	198
1982-83	265	186
1983-84	248	173
1984-85	228	158

*A number of wagons must have been re-activated.

Source: VR Annual Appendices.

4. Construction of the first stock yards at Newmarket commenced in 1858 and the first sales were held in 1859. Newmarket was closed on 1 April 1987 after 2,915 cattle were sold on its last day of operation.

Newmarket and the surrounding industrial sites have slowly been converted over to housing and public open space since the late 1980s. A small section of the former saleyards and administration buildings have been preserved at the corner of Smithfield and Racecourse Roads, Newmarket (Melways Map 42 J1).

During mid-1997, housing was being built on the site of the livestock sidings that had been located behind Newmarket station.

5. It is believed that the stock races at Ballarat Cattle Sidings (in very poor condition) and Bandiana may still remain (both locations were last sighted by the author in 1995). Some sections of the former stock yards at Ballan and Fish Creek are also believed to be still standing. Any advice from readers on the status of these or any other Victorian stock races would be greatly appreciated.

CURRENT STATUS OF LIVESTOCK HAULAGE ON OTHER AUSTRALIAN RAIL SYSTEMS

Australian National (AN) Mainland (Broad Gauge): Livestock traffic ceased to be handled at the end of 1990. This move followed a drop in traffic offering.

AN Mainland (Narrow Gauge): It is believed that livestock haulage on the mainland narrow gauge lines (Eyre Peninsula) ceased in the late 1980s.

AN Mainland (Standard Gauge): From 1 July 1991, AN ceased to accept livestock on the standard gauge lines under its control, except for cattle originating from stations along the Alice Springs line. The major traffic flow was between Roe Creek (20 km south of Alice Springs) and Dry Creek in Adelaide. Cattle were also apparently being loaded at Stirling North.

This traffic was carried in double deck vans that each accommodated 80 animals (40 on top and 40 on the bottom). The first of these vans had been converted from ACCX 3237 (a four compartment cattle van) and was trialed with stock agents in late 1988. A further 20 ACCX vans were converted from mid-1989 onwards at Port Augusta Workshops following the successful conclusion of the trial.

This traffic passed to National Rail (NR) control in the second quarter of 1993.

AN TasRail: Livestock traffic ceased at the end of October 1978. The last four wheel livestock wagons were written off on 11 October 1978, whilst the last bogie livestock wagon was written off on 30 June 1979.

Only three Tasmanian Government Railways (TGR) livestock wagons have been preserved — I 106 (a four wheel sheep wagon built around 1960), H 117 and H 148 (both four wheel cattle wagons). All these wagons are a part of the Van Diemen Light Railway Society collection located at Don near Devonport.

An excellent history of TGR livestock wagons written by Ross Hurley, Tony Parnell and Allan Willox, with additional information provided by Michael Dix, appears on p.17 of the November/December 1980 and p.36 of the March/April 1981 issues of the *Australian Model Railway Magazine*.

National Rail: National Rail (NR) took over all interstate freight business, including the livestock traffic originating from the Alice Springs line, from Australian National in the second quarter of 1993.

NR livestock movements ceased during 1995-96 as a result of (i) a decline in the number of Northern Territory (NT) cattle available to sell on the Adelaide market, (ii) the predominant flow of NT cattle now being via Darwin, and (iii) the major rail customer in Adelaide (the abattoir at Gepps Cross) closing down.

Major cattle loading points on the Alice Springs route prior to the traffic ceasing included Impadna, Kulgera and Roe Creek.



Unloading cattle at Newmarket in October 1949. Note the wooden construction of the wagon from which the cattle are being discharged. This type of wagon had disappeared by the mid 1950s *Photo courtesy of the PTC*

According to Dr. Fred Affleck, General Manager of NR Corporate Affairs, the company is still very interested in the livestock business if the right circumstances arise, and has retained service capacity (rollingstock and stock races), as well as supplying up-to-date transport rates to the NT Cattleman's Association.

Queensland Rail: Queensland Rail (QR) is the last rail system to actively carry livestock (cattle only). Over the last four years, QR has invested a great deal in new infrastructure and equipment to retain the business.

For instance, it was noted in the 1993-94 QR Annual Report that balloon loops had been installed at Charleville and Quilpie to capture cattle traffic between these two locations and Dalby. A balloon loop had also been installed at the AMH meatworks at Dinmore near Ipswich. In addition, forty all steel livestock crates were acquired during the year, whilst a further forty were being sought to fit to QLX wagons.

QR introduced the name 'Cattletrain' to market the business in 1997 in conjunction with a number of innovations, including:

- Operating scheduled cattle trains to strict timetables which are given the highest priority linking key cattle centres across the state. These services were introduced on the following dates:

Quilpie Line	14 April 1997
Mt Isa Line	1 July 1997
North Coast Line	1 July 1997
Central Region	30 September 1997

Cattle can also be moved by chartered or regular freight services if the scheduled trains do not suit customer needs.

- Making value added services available, such as feeding (to customers specifications) and spelling of cattle.
- Equipping the Stuart Spelling Centre to weigh, dip and prepare stock for export where required.

- Making a QR developed package of stock handling and spelling procedures available that are marketed under the title of 'Stockcare'. These are designed to ensure that the health of cattle is maintained to the highest standard whilst they are under the care of QR.

The following 41 QR locations were designated cattle handling locations in 1997:

Alpha,* Ayr, Bajool Spelling Centre,* Bloomsbury, Charleville,* Charters Towers*, Clermont, Cloncurry,* Dalby, Dinmore, Emerald,* Euri, Fields, Gracemere, Gunyarr, Gympie,* Harristown,* Holmview, Hughenden,* Julia Creek, Lakes Creek, Longreach,* Mackay,* Mareeba, Marlborough, Merinda, Moura, Mt. Isa, Mundoo, Pine Hill, Quilpie, Richmond, Roma,* Springsure, St. Lawrence, Stuart Spelling Centre,* Thabeban, Wacol, Waitara,* Wandooan and Winton.

*En-route inspections of stock can be made at these 14 locations.

SRA of NSW (SRA): Livestock traffic ceased to be carried in NSW on and after 30 June 1990. The SRA originally planned to cease livestock haulage in June 1989, but agreed to a limited livestock service for a further 12 months between Wodonga in Victoria (Bandiana) and the North Coast of NSW (Casino) following protests by graziers and livestock agents. Apparently only one train ran during this period conveying about 400 tonnes of livestock (the SRA had carried a total of 119,000 tonnes ten years earlier in 1979-80).

On 8 August 1990, the last SRA livestock wagons (44 NSCF and 6 BCW) were condemned.

These last fifty wagons contrast sharply with the 1,213 cattle and 1,306 sheep wagons that had been on the NSWGR register thirty years earlier in 1959-60.

NSCF 30381K was the last cattle wagon in SRA service and was bought for the Pacific Coast Railway Society (based at Casino) by the Casino Chamber of Commerce. It was noted standing at Casino Loco Depot in October 1992.

The following NSW livestock moves are of interest:

- It is believed that the biggest load of cattle ever moved on the one train by the NSW Railways was run in May 1966 between Singleton and Culcairn (505 miles) during the drought. The train consisted of 32 bogie cattle wagons (BCW) containing 900 head of cattle. A single 44 class unit hauled the train as far as North Strathfield where two 45 class units took the train on to Culcairn.
- Probably the longest stock train to be ever operated by the SRA ran on 7 December 1987 when No.1489 Empty Stock Special hauled by 8168 and 4496 conveyed 4 NQSF, 37 NSCF (all for Bandiana) and 14 NSSF (for Griffith) wagons from Homebush Saleyards.
- One of the last livestock moves in southern NSW recorded in *Railway Digest* was No.3240 Stock. This train left Griffith behind 4848 and 4875 on 16 January 1989 with 23 NSSF sheep vans and an NVFF brakevan. The brakevan was in the middle of the consist and was used by drovers travelling with the train. The train ran to Walcha Road via Stockingbongal, Parkes, Dubbo and Werris Creek.

A brief history of the types of wagons used by the SRA in the early 1980s appears on p.23 of the book compiled by John Beckhaus called *Railway Freight Wagons in NSW — 1982* (published by the ARHS — NSW Division in 1982). Other interesting articles on NSW are:

The Story of the Abattoirs Line, by N J Pollard, *ARHS Bulletin*, p.75 April 1985 and p.99 May 1985.

The NSWGR BSV Sheep Vans, by Paul Rogers, *Australian Model Railway Magazine*, p.46 December 1995.

Stock Cars of the NSW Railways, by J J Bevan, *Australian Model Railway Magazine*, p.29 September-October 1975.

Westrail: Westrail withdrew from the livestock business in 1985. The livestock wagon servicing facility at Midland became surplus to requirements as a result of this change.

Other: Readers may find the following articles on the end of cattle haulage in the USA and Canada that appeared in the American magazine *Trains* interesting to refer to:

Last Roundup — A 1980 Farewell to the Fall Stock Extra, by Chuck Conway, p.44 of the August 1987 issue.

Canada: Heading for the Last Roundup, by Charles W Bohi and Leslie Kozma, p.53 of the May 1988 issue.

ACKNOWLEDGMENTS

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National Rail Annual Report: p.19 1995-96

NSWGR Annual Report: p.10 1965-66

QR Annual Report: p.29 1993-94

Rail Australia: p.36 September 1990

VicRail Annual Reports: p.20 1981-82

V/Line Update: p.6 October 1986

VR Annual Appendices: 1975-76 to 1984-85

VR Directory of Stations: September 1977 and June 1983

An overview of the extensive stock yards at Wodonga in May 1951. Note the sheep races closest to the camera, the cattle moving down the loading race immediately behind the sheep races and the M class cattle wagons waiting to be loaded Photo courtesy of the PTC



PRESERVATION

News from the preservation scene

ARMY TANK MUSEUM

On Fri.13.10.97 at the Tank Museum Puckapunyal a memorial to the Australian Light Horse was dedicated and marked the completion of the first stage of restoration of an ex VR bogie horse box (4FF). The horse box is standing on a panel of track flanked by a short platform named Dysart.

Captain Peter Barringan, an ARHS member, initiated the project with the help of SRHC. The horsebox was found on a farm near Ballarat. It was of interest to the Army Tank Museum of the Australian Armoured Corps as the horsebox wagons were used to move the horses of the Light Horse units around Victoria prior to their despatch overseas to the Boer War and First World War. The Light Horse were the forerunners to the Australian Armoured Corps.

The SRHC assisted with materials for the restoration, such as buffers, air brake hoses and bogies. They also assisted by laying the track and supervising the assembly on bogies of the vehicle.

MRPS NEWS

When all the rollingstock from *HMAS Cerberus* arrived at Moorooduc on

Sun.12.10.97 in four trains between 09 00 and 12 30, the working members had been up all night after departing *HMAS Cerberus* around 20 00 and Crib Point at 23 30, so there was little energy left to shunt the new yard. A major shunt was carried out on Sat.29.11.97 to place stock in convenient positions and to allow restoration work to continue.

A feature of the site at Moorooduc is the entrance to the newly created Mount Eliza Regional Park. The joint entrance is off Two Bays Road and the Shire of Mornington Peninsula is in partnership with MRPS in the developments of the two complimentary sites, which should become a tourist attraction in years to come.

The shunt, partly carried out in steady rain, primarily used K163, but as there are only points at the down end of 2 and 3 roads, T334 and ATC1 were also used. In excess of thirty moves were required to place stock which is basically mobile storage in 3 road, stock for working access in 2 road and the three cars for passenger carrying in 1 road at the up end. This leaves the platform facing free for restoration. The Society has received a grant from Parks Victoria to assist with this work,

the plans for which are well advanced and tenders for which will be called shortly.

Work is proceeding on the restoration of K177 and 24AW, while sleepers are being inserted in the track towards Wooralla Drive to bring the track to Tourist Railway operating standard. The Society shares with the Shire, a Work-for-the-Dole scheme which is assisting with this work. The Society's aim is to operate steam trains from Moorooduc to Bungower Road (Racecourse platform) by Queen's Birthday weekend.

Since the move to Moorooduc, membership has increased by over 30% and there is work at Moorooduc at least five days per week. The trolley runs from Racecourse platform continue to run from noon on each Sunday, but these will not operate on days that the train is running.

DRC40 TO DAYLESFORD

On Tues.27.1.98, DRC40 was moved by road from Ballarat East to Daylesford with the aid of two 50 tonne capacity cranes and a heavy-duty low-loader. This is a necessary addition to CHTR's railmotor collection and it is expected that DRC40 will be operational by Easter.

DRC40 has just arrived at Daylesford after a slow trip from Ballarat as the low loader prepares some tricky movements to enable the cranes to unload the railmotor in the dock road. Tues.27.1.98 David Smithwick



OPERATIONS

An overview of recent sightings and observations

GENERAL

OVERLAND POWER VAN:

Power van PCO4 has been regularly sighted on the *Overland* since Great Southern Railway took over the train. This van still carries the distinctive blue and yellow colour scheme applied by Australian National when it was used on their special charter train called the *Explorer*.

OVERLAND CHANGES:

Following strong passenger demand, Great Southern Railway re-instated first class sitting accomodation on the *Overland* by December.

WEST —

**North Geelong - Ballarat -
Maryborough - Cressy - Ararat**

NATIONAL RAIL MOTIVE

POWER: During December and January, National Rail freights were hauled by NR, NR-NR, NR-BL, NR-DL combinations with a few exceptions. DL class units were very common during that period.

On Wed.7.1 the 09 40 down steel train ex Melbourne bound for Adelaide (9821) was hauled by NR89-BL31-8168-BL30. This was the second time an 81 had been to Adelaide since August 1997. 8168 returned to Melbourne on Sat.10.1 behind NR90. An interesting lash-up of NR-DL43-8177 occurred on Wed.14.1. This was the third 81 to visit Adelaide and had not returned by the end of January.

On Sun.25.1, AN6 arrived in Melbourne behind an NR and it remained in Melbourne for almost a week.

S CLASS KEEP ON GOING:

Throughout December and January S class units S301, S306 and S310 were used on trains running in and out of Geelong. S307 was not observed hauling these trains.

GHERINGHAP: Interesting sightings include:

Sun.23.11:

NR83-BL30-BL27-40 wagons (9821) on down at 11 26.

Mon.24.11:

CLP14-CLF1-51 wagons (9754) on up at 08 14.



Returning from Adelaide, 8168 trails NR90 as they power through Scallan's Hill cutting at Stawell heading YN2/9724 steel link. Sat.10.1.98 *Julian Insall*

CLP13-CLF2-31 wagons (9756) on up at 10 18.

Tues.25.11:

A78-X47-S302-B76 (WCR)-
11 wagons (9137) on down at
15 43.

Wed.26.11:

NR76-BL35-G522-38 wagons (9821)
on down at 12 00.

Thurs.27.11:

NR93-BL33-DL41-62 wagons (9702)
on up at 07 49.

CLF1-ALF20-59 wagons (9754) on up
at 08 21.

Fri.28.11:

CLF2-GM42-31 wagons (9756) on up
at 10 18.

Sat.29.11:

GM42-CLF2-31 wagons (9755) on
down at 01 25.

Mon.1.12:

G527-A78-B61 (WCR)-27 wagons
(9137) on down at 15 11.

Tues.2.12:

CLF1-ALF20-51 wagons (9753) on
down at 19 44.

Wed.3.12:

G540-CLP17-CLF2-25 wagons (9756)
on up at 11 13.

G511-S310-B76 (WCR)-43 wagons
(9137) on down at 15 33.

Fri.5.12:

G515-G511-G514-S310-45 wagons
(9137) on down at 14 40.

Mon.8.12:

NR98-DL49-DL47-42 wagons (9821)
on down at 12 25.

G541-G539-G538-G530-46 wagons
(9752) on up at 14 32.

G527-A78-X45-S311 (WCR)-31
wagons (9137) on down at 15 58.

Tues.9.12:

G515-S310-G511-23 wagons (9137) on
down at 18 13.

Wed.10.12:

NR97-DL48-BL31-49 wagons (9821)
on down at 12 46.

G528-X50-X45-26 wagons (9123) on
down at 16 56.

Thurs.11.12:

NR90-DL39-DL45-59 wagons (9702)
on up at 08 42.

Mon.15.12:

G513-A79-X50-S300 (WCR)-14
wagons (9137) on down at 15 09.

Tues.16.12:

G534-G515-G523-X43-X44-A78-
G514-43 wagons (9138) on up at
07 05.

Thurs.18.12:

G523-G515-A81-S302 (WCR)-47
wagons (9137) on down at 14 39.

Fri.19.12:

G513-A79-S301-27 wagons (9137) on
down at 14 38.

Mon.22.12:

G523-S310-42 wagons (9137) on
down at 16 03.

OPERATIONS

Wed.24.12:

G523-G512-G528-S306-B76 (WCR)-
31 wagons (9137) on down at
14 34.

Mon.29.12:

G511-S301-S310-40 wagons (9121) on
down at 13 33.

G516-G515-T390-44 wagons (9123)
on down at 17 08.

Tues.30.12:

CLF4-CLF7-G531-G541-30 wagons
(9754) on up at 10 08.

G512-S306-X50-31 wagons (9137) on
down at 14 35.

Fri.2.1:

G532-G514-G527-T390-38 wagons
(9121) on down at 13 19.

G515-S306-X50-39 wagons (9137) on
down at 14 34.

Sat.3.1:

NR79-NR58-BL34-BL28-45 wagons
(9822) on up at 12 35.

Tues.6.1:

G527-S302 (WCR)-30 wagons (9125)
on down at 22 03.

Wed.7.1:

NR89-BL31-8168-BL30-38 wagons
(9821) on down at 12 29.

Thurs.8.1:

G515-S306-12 wagons (9137) on
down at 14 05.

Sat.10.1:

NR90-8168-44 wagons (9724) on up
at 15 55.



V/Line Freight X class units 45-31 drift through Sunshine with 9141 down Mildura freight. Wed.4.2.98

Mon.12.1:

G523-X50-X41-23 wagons (9137) on
down at 15 11.

Tues.13.1:

G524-S301-27 wagons (9123) on
down at 17 53.

Wed.14.1:

NR-DL43-8177-53 wagons (9701) on
down at 20 37.

Fri.16.1:

G511-S301-S300 (WCR)-31 wagons
(9137) on down at 14 15.

NORTH — Bendigo — Echuca

BENDIGO: Sightings are set out
below:

Thurs.1.1:

G524-X43-X34-29 wagons (9084)
departing at 21 24.

Fri.2.1:

G526-X41-X43-T392-32 wagons
(9083) arriving at 16 41.

Sun.4.1:

G526-X41-T392-34 wagons (9084)
departing at 21 33.

Wed.7.1:

G526-X36-P20-27 wagons (9083)
arriving at 16 53.

G526-G527-X42-46 wagons (9084)
departing at 21 30.

Thurs.8.1:

G534-P20-26 wagons (9280)
departing at 20 30.

Fri.9.1:

G526-X34-T392-33 wagons (9083)
arriving at 16 59.

Sun.11.1:

G526-X33-T392-43 wagons (9084)
departing at 22 11.

Mon.12.1:

G526-X36-X37-47 wagons (9083)
arriving at 17 25.

Tues.13.1:

G511-G526-X37-46 wagons (9084)
departing at 22 48.

Wed.14.1:

G526-G515-X39-28 wagons (9083)
arriving at 16 54.

Pausing on the up line, P20 has just finished shunting the flour mill siding at Kensington and awaits line clear. Wed.14.1.98 Both photos Jeff Bounds



OPERATIONS

G515-G526-X31-42 wagons (9084)
departing at 22 07.

Thurs.15.1:

G526-G515-X36-39 wagons (9083)
arriving at 16 40.

G526-X39-A85-36 wagons (9084)
departing at 22 17.

Fri.16.1:

G526-X42-T392-X34 -50 wagons
(9083) arriving at 17 06.

Sun.18.1:

G526-T392-X42-46 wagons (9084)
departing at 21 56.

Thurs.22.1:

G528-X40-P22-19 wagons (9080)
arriving at 00 49.

G528-P22-10 wagons (9280)
departing at 20 30.

Fri.23.1:

G524-X42-T392-36 wagons (9083)
arriving at 16 53.

DEPOT VISITS (Bendigo):

Sun.4.1: G521, G534, N473, N474,
T382, T402 and Y171.

Sun.11.1: G511, G521, G534, N459,
N462, T382, T402 and Y171.

Sun.18.1: G513, G528, N473, N475,
T382, T402 and Y171.

Sun.25.1: G513, G528, N457, N459,
T382, T402, X34 and Y171.



On hire from Steamrail, K190 steams through Bena with a return shuttle to Korumburra. Regular transfers of rollingstock to the South Gippsland Railway from Melbourne face an uncertain future with the recent withdrawal of all rail services between Cranbourne and Nyora. Sun.25.1.98 *Ivan Repufic*

NORTH EAST – Seymour – Shepparton

SHEPPARTON: Locos sighted at
Shepparton included:

Sun.4.1: A85, X42 and N461.

Sat.10.1: A73, N465, P21, RT31, X31,
X37 and X48.

Sun.18.1: A77, N459, P20 and X39.

METROPOLITAN

Set out below are various interesting
workings:

- T374-X53 on down steel at Richmond, 10 45 and X53-T374-X52-T371-X51 on up steel at Spencer Street, 16 20, both on Sun.1.2.
- X52-T371-X51-X53-T374-X54 on up steel at Mentone, 13 30 on Sun.8.1.
- S313 and a P class loco were seen in the platforms at Spencer Street station on Mon.19.1. It is not known what the S class (allocated to the DieselRail group) was doing there.

T396-A73 trundle along the Maryvale branch line working a lengthy 9461 down superfreighter. Thurs.5.2.98 *Jeff Bounds*



LAST LANG LANG SAND

TRAIN: The last sand train departed Lang Lang sand siding at 01 53 on Fri.16.1. It was hauled by T392 and consisted of three wagons. It passed through Lyndhurst at 03 20, Dandenong at 03 27, Caulfield at 03 45, before arriving West Tower at 04 15.

The sand traffic is now handled by a private road carrier.

The line beyond Cranbourne to Nyora is now believed to be on minimum maintenance.

UPFIELD SUBURBAN TRAIN

TRANSFERS: P19 hauled two three-car Hitachi sets to Upfield on Sat.7.2 to replace two accident damaged sets. T392 swapped over another two sets on Mon.9.2.

Normal electric suburban train services between North Melbourne to Upfield resumed on Mon.23.2.

ROLLINGSTOCK

A Monthly update of Locomotive and Rollingstock news

LOCOMOTIVES

- C505 was stabled in Dynon during most of January. C502 made a short visit to Melbourne in late-January.
- CLP14 was one of the few CLP class units in January to have retained AN logos on its nose.
- G525 was noted at Dynon on Sat.31.1 having been outshopped in the V/Line Freight colour scheme.
- H2 spent most of January in Dynon, it being one of the remote-control shunting demonstrator units.
- N467 returned from Clyde Engineering, Somerton following what could have probably been trunnion repairs.
- S301 was noted with small TNT logos on the nose and below the cab windows.

CARRIAGES

FIRST SPRINTER GIVEN MAJOR OVERHAUL: Newport Workshops outshopped Sprinter 7001 on Sat. 18.10.97 after a major overhaul known as a D exam. 7001 is the first Sprinter to have been subjected to this level of maintenance which involves stripping down, examining and overhauling (if required) the engines, electrical components and the transmission system.

7001 was repainted from its original colours to the red and blue livery at the same time. Only Sprinters 7002, 7004-7008 remain in the original teal and yellow colours.

BCZ CARS: The six economy class BCZ cars entered service on the following dates after having been converted from ACZ cars:

BCZ251	12.10.95
BCZ253	29.12.95
BCZ254	14.8.96
BCZ258	12.10.95
BCZ261	12.10.95
BCZ263	8.12.95

The BCZ was introduced to reduce the disproportionate number of first class cars that arose with the decline in number of Z sets (in association with the withdrawal of S type cars) and the introduction of four car FN sets.

The major changes to an ACZ car to create a BCZ are:

- The car is turned so that the van is now at the west end rather than the east.

- Meal trays are removed from the back of seats and walls.
- All first class signage is replaced by economy signage.

MORE RED AND BLUE N SETS: Sets N7 and N17 were outshopped from Newport Workshops after major overhauls on Mon.17.11.97 and Fri. 12.12.97 respectively. Both were repainted in the red and blue colours whilst at Newport, leaving only seven N sets in the grey and orange colours.

S CAR STORAGE DATES: Prior to being restored to regular traffic between December 1996 and July 1997, the four V/Line Passenger owned S cars had been in storage since 1995 at Newport Workshops. These cars were originally stored on the following dates:

Car No.	Date of last run	Date Stored
BS216	8.5.95	26.5.95
BS217	8.5.95	26.5.95
BS218	27.3.95	5.4.95
BS219*	July 1995	24.5.95

*BS219 made its last trip on a West Coast Railway service.

V/Line Passenger also still owns BS212 and BS215. BS212 had been stored in Ballarat Yard since mid-1997 waiting to be swapped with one of West Coast Railway's BS cars extensively damaged in the Werribee derailment of September 1995, whilst BS215 is used as a source of spare parts to keep the other S cars in traffic.

BS212 was originally stored at Newport on 26.5.95 (last run on 28.4.95), whilst BS215 was stored on 23.1.95 (last run on 13.1.95).

BCZ261 RETURNED TO SERVICE: BCZ261 was outshopped on Mon. 22.12.97 after the damage sustained in shunting accident in Spencer Street Yard on Wed.20.8.97 had been repaired (see p.387 of December issue).

WEST COAST RAILWAY ROLLINGSTOCK CHANGES: BS207 entered service in November 1997 painted in the West Coast Railway blue and white colours in lieu of its original orange livery. The car was also fitted with new seat coverings in a distinctive pattern, as well as new carpets when it was repainted (BRS229 has also been fitted with the new seat coverings and carpets).

Proudly showing off its new TNT logo, S301 stands in the darkness at Geelong locomotive depot. Wed.24.12.97 Steve Munro



WORKS

A round-up of News, Tenders and items from the Weekly Operational Notices

MELBOURNE FREIGHT TERMINAL RELOCATION

Construction of a new 280 metre long shed at North Dynon on the former freight forwarder's site commenced in October 1997. This shed is being built to accommodate the Fast Track and paper business currently being handled through Nos. 2, 3 and 4 sheds at Melbourne Freight Terminal (MFT). It is planned to transfer operations from MFT to the new facility at North Dynon by mid-1998 (possibly by May).

This move is associated with the development of the existing MFT site by the Docklands Authority.

By early-February, the skeleton of the main shed had been erected.

WESTALL SIDINGS OPENED

By the beginning of February, a three-car Hitachi set had run to the Westall suburban train maintenance facility. The stabling facilities were yet to be utilised.

FLINDERS STREET YARD REDUCTION

By February the Camberwell and Caulfield sidings groups had been abolished in Flinders Street Yard. Where the Caulfield sidings once lay, earthworks for the track re-alignment were taking place.

NATIONAL RAIL FUEL POINT

The new fuelling point for National Rail locomotives located in South Dynon Junction looked completed by the beginning of February. In late January, locomotive AN6 was used to test clearances inside the facility.

TENDERS

- Tender T97/1266, closed 19 December 1997

The Commonwealth of Transport and Regional Development invites consultants to undertake a due diligence study of Victoria's interstate rail operations. The study is to be completed by mid-March 1998 when the Commonwealth is to take over the management, through a lease contract, of Victoria's interstate rail track and related assets.

The study is to include a physical/engineering examination of the assets and a financial evaluation of the interstate track business.



Along with the former Wonthaggi branch, sections of the now dismantled Leongatha to Yarram line will also form a Rail Trail. Pictured are the remains of Fish Creek which could soon see many a bushwalker. Sun.25.198 Peter Weickhardt

- Expression of interest closed 23 December 1997

For the purchase of one or both of the following compatible units:

97379 Railway Signal Construction
97380 Communication Systems Implementation

The Government of Victoria has indicated a desire to privatise the delivery of the Infrastructure Division of the PTC. It is proposed that the new businesses will obtain the functions presently provided by the signal and communication construction/installation units from a service provider.

The units offered for sale consist of a highly skilled and experienced core of railway signals and communication system installation staff.

- State Rail NSW, closed 22 December 1997

For the provision of accommodation for State Rail train crews (room only) in Melbourne on a regular basis for an initial period of 12 months from suitable Hotel/Motels with a minimum three star rating.

- Bass Coast Shire Council closed 21 January 1998

For suitable experienced contractors for the rehabilitation of former Victorian Railways bridges Nos. 17, 19, 20 and 21 between Kilcunda and Wonthaggi. These will become pedestrian bridges along the proposed Nyora-Wonthaggi Rail Trail.

- Fleur Daniel Pty Ltd closed 12 December 1997

For expression of support from qualified suppliers, subcontractors

and consultants in their bid for the outsourcing of infrastructure maintenance in the Victorian non-electrified rail system to Vic Track Access – Victorian Rail Track Corporation.

The material and services include: Sleepers (concrete and timber), ballast, rail, turnouts and parts, insulated joints, signal equipment and parts, track, earthworks maintenance, signal maintenance, track maintenance, radio communication maintenance, bridge maintenance, vegetation control, structures inspections and geotechnical consulting.

- Tender 97374, closed 9 December 1997

For the scanning of approximately 6,000 engineering drawings over a period of some ten weeks. A combination of tracings and microfiche aperture cards will be provided for scanning. The majority of drawings are A2 size or larger.

- Tender 97363, closed 19 December 1997

For the redevelopment of Flinders Street station for the levelling of platforms 6 and 7.

The scope of works include:

- Alter existing platform furniture, service pits, steps, ramps and handrails to suit new platform levels.
- Construct new concrete slab to suit new platform levels, including earth works.
- Install ceramic tiles to new platform surfaces.

MAIL VAN

A selection of the month's Letters to the Editor

Mr Frank M Mitchell of Lyneham ACT writes:

May I say how pleased I was with Chris Banger's historical article on 'The Cowans Sheldon Turntable' in the December 1997 issue of NEWSRAIL.

For some years I have collected extensive notes on VR loco depots and would like to see a more comprehensive compilation of this material, however my limited access to the VR archives (by distance) has prevented this to date. May I add additional reference notes that should be essential reading for anyone interested in this subject. Primarily 'Turntables, Triangles and Traversers' by Darryl Gregory from NEWSRAIL, April 1983, p. 78 and 82.

It is interesting to note that North Melbourne Loco never received a Cowans Sheldon turntable, having the new 70 foot rockers installed by 1908-09, replacing the originals (50 or 53 footers?) of 1889. When were they electrified? Possibly as early as the 1930s following the example at Ararat? Reference 'North Melb Locomotive Depot' by R K Christopher, *Australian Railway Enthusiast*, December 1964, p.16

Other comments I wish to make on the article are:

Traralgon: This 70 foot rocker was electrified prior to 1956.

South Dynon (standard gauge): The question remains, where did this 70 foot rocker come from? My guess is possibly the 70 foot electric powered rocker from Geelong, this having been made redundant by the Cowans Sheldon turntables. Other 70 foot rockers were redundant at Frankston, Moe and Warragul being out of use for several years before North Melbourne Loco was closed.

.....

Mr Dave Macartney of Ballarat writes:

Chris Banger's article on turntables prompted me to locate a list of turntables that came my way (on the back of something else) a while ago. The list includes Strezlecki (1922) but not Robinvale (1924), so would appear to date from this period.

This is an interesting list, worthy of publication. When was the last engine turned at Box Hill? Or Mordialloc?

On another matter, the identity change between D³639 and D³658 took place at Ballarat North on 13 July 1956 not Bendigo as stated in Don Potts' article.

The list of turntables is reproduced here in the same order as the original document. (Ed.)

50 foot turntable, pivot centre, roller bearing

Alexandra	Mortlake
Beechworth	Murchison East
Wangaratta	Murtoa
Bairnsdale	North Mirboo
Ballan	Neerim South
Bacchus Marsh	Numurkah
Ballarat	Portland North
Box Hill	Port Albert
Boort	Port Melbourne
Bransholme	Queenscliff
Bright	Rainbow
Briagolong	Redesdale
Buninyong	Rushworth
Casterton	Sea Lake
Cathkin	Shepparton
Colac	Shelley
Coleraine	Springhurst
Dandenong	St Arnaud
Daylesford	Stratford
Dookie	Tallangatta
Everton	Terang
Forrest	Timboon
Foster	Thorpdale
Goroke	Toolamba
Hamilton	Ultima
Hopetoun	Upper Fern Tree Gully
Horsham	Wahgunyah
Kerang	Warracknabeal
Koroit	Waubra
Kyneton	Wensleydale
Lancefield	Whittlesea

Junction	Wycheproof
Maffra	Yackandandah
Maldon	Yarrawonga
Morwell	Inglewood

53 foot turntable, pivot centre, roller bearing

Avoca	Port Fairy
Birregurra	Stony Point
Birchip	Swan Hill
Bealiba	Tallarook
Echuca	Tocumwal
Katamatite	Wallan
Moe	Warburton
Mordialloc	Wodonga (52 foot)
Murrayville	Woomelang
Navarre	Yea
Newport	Mildura (52 foot)
Nyora	Mansfield

Ouyen
Picola

Tooborac

53 foot turntable, roller bearing, rocker centre

Kulwin
Topiram

Koo Wee Rup

53 foot turntable, ball bearing, rocker centre

Cohuna	Beetoomba
Manangatang	Cobram
Orbost	Noojee
Piangil	Cudgewa
Skipton	Red Hill
Tatong	Nayook
Heywood	Strezlecki
	Kanagulk

70 foot turntable, ball bearing, rocker centre

Ballarat	
East (2)	Maroona
Ballarat	
Workshops	Maryborough
Benalla	Mornington
Bendigo	North Melbourne A
Bendigo	
Workshops	North Melbourne B
Camperdown	North Melbourne C
Castlemaine	Serviceton
Cressy	Seymour
Dimboola	Stawell
Donald	Traralgon
Elmore	Warrnambool
Frankston	Warragul
Geelong	Woodend
Healesville	State Mine
Jolimont	
Car Shed	Leongatha
Korong Vale	Sale
Korumburra	Ararat
Lilydale	Flinders Street

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POSITION VACANT

PRODUCTION EDITOR NEWSRAIL

Frank Cross, who has been involved in the production of NEWSRAIL over many years, has announced his intention to retire. Therefore, the position of Production Editor will become vacant from early 1998.

The role of the Production Editor is to physically 'cut and paste' NEWSRAIL text and photographs into the familiar 32 page layout that is then despatched to the typesetter for final production. The task is not arduous and the successful applicant can be expected to spend one weekend day per month, in association with the Photo Editor, laying out the magazine. The Production Editor will also pick up and deliver material from the typesetters on at least two occasions per month. The successful applicant will be offered 'on the job' training and computer skills are not essential for this job. The Production Editor will be guided by both the Editor and Photo Editor regarding material that will be included in the magazine on a monthly basis.

All applications can be made in writing to Stuart Turnbull, PO Box 122, Kensington 3031.

— The — CLASSIFICATION YARD

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Having extracted the empties from Scoones Siding and positioned the full wagons there, P19 has run to the site of Kyabram station yard where it has run around and is preparing to depart for Toolamba. Wed.4.2.98 *Andrew Collier*



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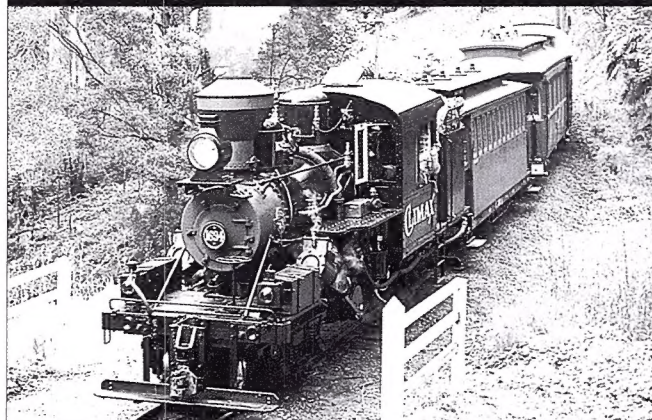
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MARYVALE TOUR

Saturday

4th April 1998

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Whilst in the Latrobe Valley we have an interesting *Optional Extra Tour*, departing from the paper mill, by coach via Erica running beside the former Walhalla (2' 6") Narrow Gauge Railway. Included in this tour will be a very interesting train ride on the Walhalla Goldfields Railway. Around mid-afternoon you will reboard our mainline steam train at Moe, ready for an express run arriving Melb. just before sunset. Alternatively you may enjoy a 75 min stopover whilst in Traralgon.

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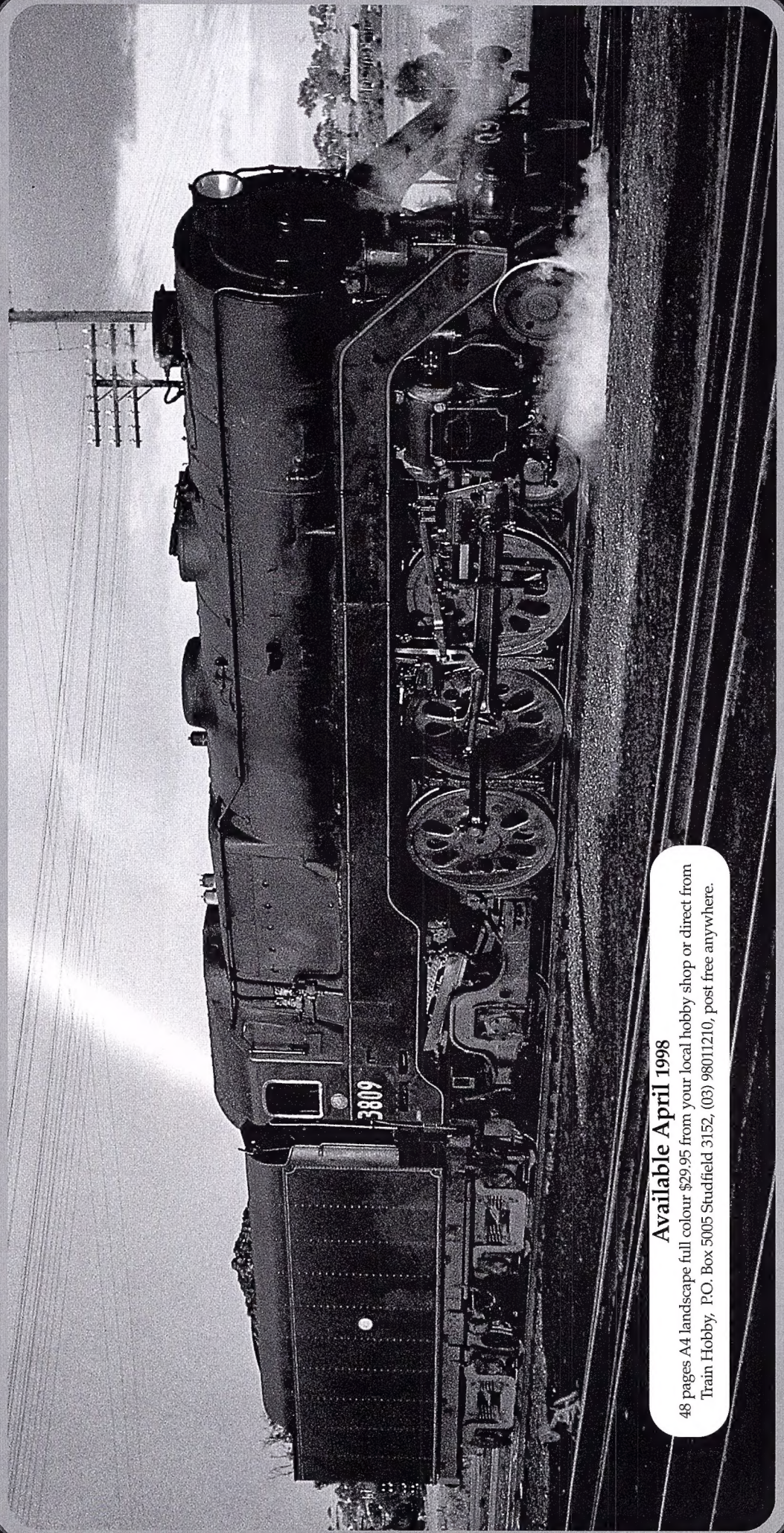
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Locomotive Profile New South Wales Railways "38" Class

"Pacific" 4-6-2 Express Passenger Locomotive

A complete photographic profile - edited by John Sargent



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